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ONE SHILLING.

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"THE GOVERNMENT OF THE QUEEN CANNOT DEFER TO THE DESIRE OF THE POWERS BY WITHDRAWING FROM THE EX-EMPEROR THE BENEFITS OF ITS LAWS": THE QUEEN OF THE NETHERLANDS.

The Dutch reply to the Allied Note with regard to the extradition of the Kaiser is a refusal to give up the ex-Emperor. Contained in it is the following passage: "If, therefore, the constituent laws of the Kingdom are based upon the principle of a universally recognised right, if the expression of the secular tradition has made of that country (Holland) from all times a land of refuge for the vanquished in international conflicts,

the Government of the Queen cannot defer to the desire of the Powers by withdrawing from the ex-Emperor the benefits of its laws and its traditions. The rights and the honour of the nation, respect for which is a sacred duty, are opposed to such a course." Our photograph of the Queen of the Netherlands shows her Majesty in a farm-cart, when visiting an area that had suffered by floods.

PHOTOGRAPH BY C.N.



By HILAIRE BELLOC

REALITIES do no harm in this modern world of print and make-belief. Let us talk realities. They come back to me more than ever since these abstract discussions began just after the war. Realities are a sort of solid food compared with the east wind of such debates.

When we hear that perpetually reiterated word "Fiume," what does it mean? It is, in its own district, the current word for "a river"; it is (in our newspapers) a mere name, a label: something like the printed title of a railway station on a list of trains, when that railway station speaks of some place where you have never been and to which you never will go. But whenever I hear it I see at once (from the steep, the densely-wooded heights of the lonely Maggiore) the stillness of the Quarnero Sea down sheer a mile below. I see the great islands in that lake of intense blue, and far away, but high and clear against the east, the stark inhuman line of the Dinaric crest—half snow.

I see between the little nervous trees, struggling for place, crowding down the precipice, an Adriatic sky above, an Adriatic Sea below; and at the edge of the water, small from precipitous distance, I see a town that is Italian in every line.

When men talk of the quarrel between Fiume and Buccari, I see the ships hardly moving (so they seem at such a distance down below), and a little line of white behind each, where each steamer shoots its course. I cannot but see a picture where perhaps I ought to see a printed word—if I were worthy to take part in the solemn discussions held upon this critical place by Parliamentarians who have never seen it, and never want to see it, and never will: men better fitted for Monte Carlo.

Again, when men disturb one with a talk of artificial lines drawn across the desert dividing "Italian" from "French" "spheres of influence," of "annexed" land, or what not, I see three countries quite distinct—far more distinct than any parts of our West, more distinct even than are the Alps from the Italian plains. I not only see, but I smell and walk in the flowers and the vineyards, the olives and the maize and the alfalfa of the African Tell. There is the Mediterranean again, but now in a different aspect, lying northward; more of a boundary, less of a way; cutting me off from the world of Europe which I know; turning me to Africa. There above me is a curious, small, violent sun possessed of strange powers which he had not in the Roman land: suggesting dread and too much control, not friendly. There also, in Africa, are the cool courts wherein are preserved religiously the stones of older times. I come (when I read of Tunis) right out from a despotic, watching sunlight into a sudden cool, and in the half-darkness I see old stones arrayed. There, among many, are the tombs of men dead these seventeen hundred years, and on one of them, inscribed in the bold square carving of the Empire, are letters still strongly coloured in red against the white marble: "The Church is our Mother. Theophilus is in peace." When that was written the Antonines yet ruled!

These are the things that restore Europe! These are the things that bind the centuries!

Then up above me, from great heights, whence a cold wind blows at evening, I am called to the platform covering the Desert. Up there, at this moment in January, all is snow, melting ice and mud; there are here and there little random trees, and, for the rest, desertion. In that highland are strongholds with

ravines round them, and hours and hours of walking between house and house: it is the roof of the Maghreb. It is the Barrier between the sea and the Sahara sand. But from beyond the wind still blows. Then beyond, to the south, is the third thing: the fall on to the Sahara, the splendid shoulder of Mount Aures; the cut, the "V" in the cliffs; a little house with palm trees round it on a ledge half-way down the mountain side, very secure for men. There once I slept, and from its small windows I saw the enormous stretch of sand, and the blinding heat of the Desert miles below.

the brown deserts of the Ebro, not even stubble after the harvest has been garnered.

Thence he may see how many little towns mixed with the earth of the landscape, made of that same earth, carved out in stone or pressed in brick, and very far-off towers of cities! There also he may imagine the great business of the reconquest—"Santiago e Sierra Lepagna": so they cried on their horses—a long, charging line of men. From that hill a man looks down on the crucible wherein was melted and then cast the beginning of the Middle Ages.

From that rock, three days' walk away, in that high, clear air, catch the saw-edge of the further mountains; and from these those beyond Daroca—still seen over bare, burnt, brown land. From these the Guadarrama.

Then, also, I see, whenever that name "Spain" is spoken or written, the very different country to the left, to the east. Sinking down in heavy luxurious gardens all along the sea, there are the fruitful mothering greens, and the strict water-courses which the Roman order made, with sluices and arrangement which even the Mahommedan could not wholly spoil. To the right, to the Atlantic, I see the broader luxuriance of the lower river valleys below the stern, high, governing walls of Castille and of Leon: I see Galicia and the beginnings of the forests of Portugal; the dust losing itself and falling down into happier places of meadows until you come to the little ports, all of them alive with the tide and the fresh wind of the Western Sea.

It is better to know that (and truer) than to discuss the printed word "Spain." The men whom one remembers there are a product and a part of the land. They are men upright and grave, smiling less than any in Europe, more distinct than any other, but surviving unchanged and destined to recover an inheritance, for they are harder in tone than any other that I know. All these real things are you taught by a real land perceived.

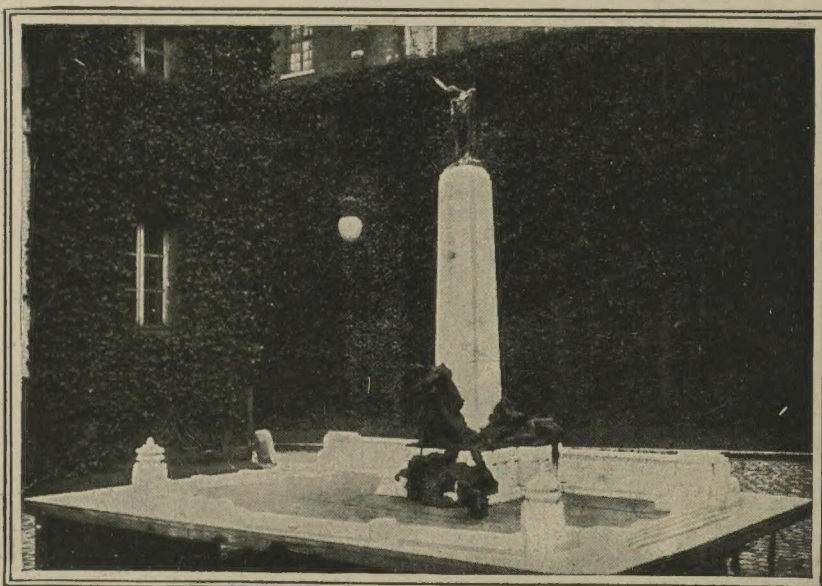
Of many things discussed even to-day men know the physical truths. They know it of the things of their county, they know it better still of their own homes and of the men round about their homes. I wish they would be more indifferent to the things they do not know!

The truth is that men can only by exception know the things on which they are summoned to debate. Only a few can range about the earth and curiously enjoy the passage of cities and of men. But all can know the things within their own range, and all feel really upon these. I say "really"; that is, the feel as of things and not of phantasms.

Know with all the senses and the judgment that comes through the senses.

Appreciate for yourselves. The salvation of a culture grown old and fictitious is the return to reality; and the life of the State will take on stuff again when men shall discuss with conviction, appetite, and therefore effect those things they really know through eyes and nose and ears and skin.

Does this mean that an old civilisation falls back at last into a dust of villages which again grow up through some real experience into new States? It may be so. But it is certain that the spirit which deals in mere printed words and in the suggestions of others is expending itself in the void. Our modern life, where it is thus expended, is wasting itself to its last tissue. It is high time that reality returned.



BELGIUM'S MEMORIAL TO THE GLORIOUS DEAD OF THE ZEEBRUGGE ATTACK: THE MONUMENT TO BE ERECTED TO THE BRITISH SAILORS AND MARINES. Photograph by G.P.A.



THE ZEEBRUGGE MEMORIAL: A GROUP AT THE BASE OF THE PYLON—ENGLISH HEROES FIGHTING THE BEAST FROM THE SEA.

The memorial is by the Belgian sculptor M. A. Dupont.—[Photograph by G.P.A.]

These are realities. These are things. These are not maps or discussions of spheres of influence. These are that of which we are a part, and of which the Pantheists (God forgive them!) make God. From these come our energies. These feed our souls. These are the world—not print, nor the tenth-time-repeated statement in words of an opinion of an opinion.

And so much more when I hear that word "Spain": a million things appear, and the print and talk of the North when the North talks and prints of Spain means nothing. Whether "Spain" will realise, whether "Spain" can be neglected—such are our controversies: whether "Spain" can "organise."

There is a place before Huesca, a high, isolated rock, whence a man looks down with pleasure upon

A MYSTERIOUS APPEARANCE OF THE VIRGIN IN FRANCE EXPLAINED.

PHOTOGRAPH SUPPLIED BY THE FARRINGTON PHOTO CO.

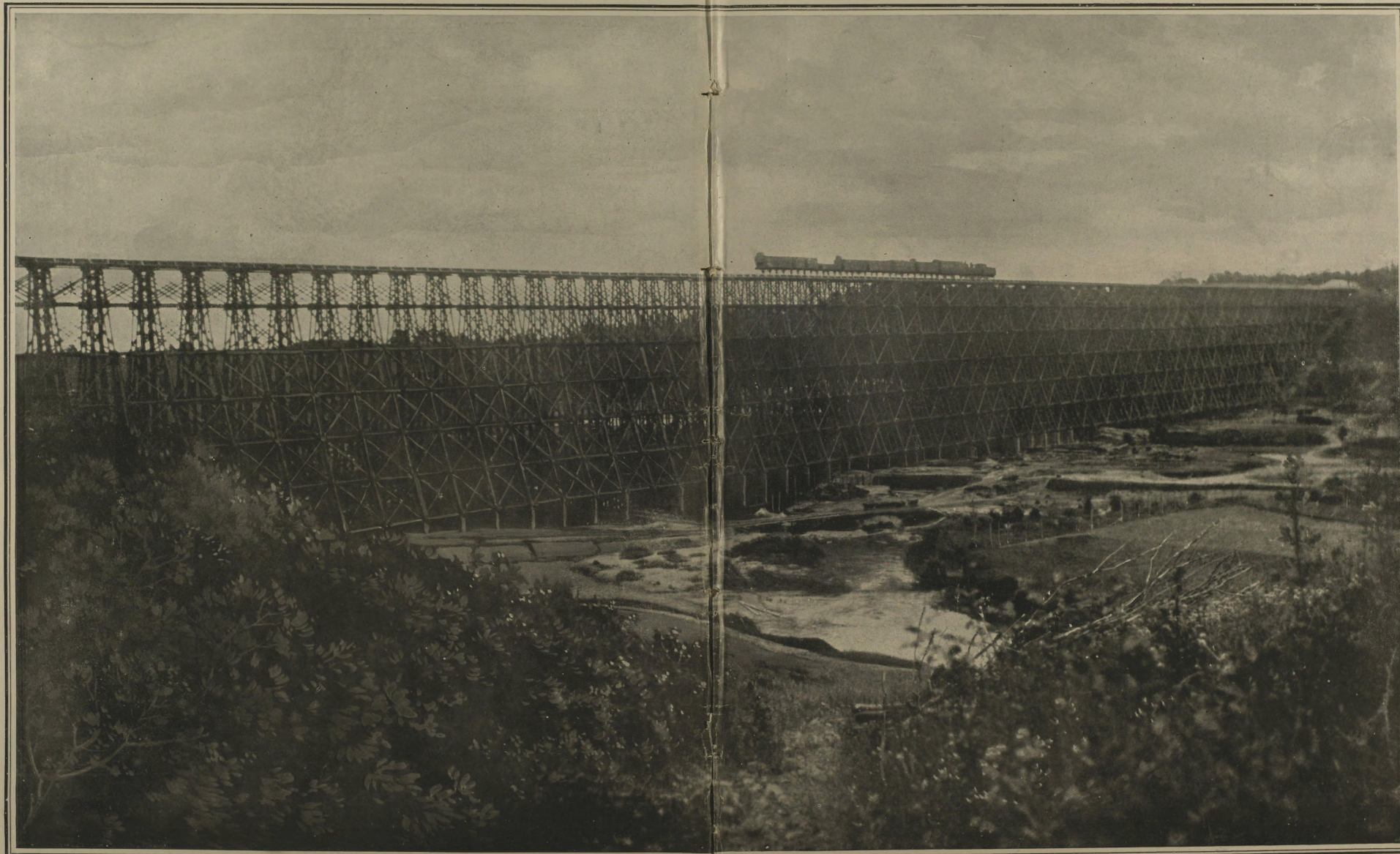


AN "APPARITION" WHICH HAS AROUSED EXTRAORDINARY INTEREST: THE "MADONNA" AT A VILLAGE BETWEEN METZ AND NANCY

Much excitement was caused in France by the appearance of a mysterious "Virgin" amongst the trees of a village between Metz and Nancy. As will be noted, the so-called Madonna is caused by an effect of light through the interlacing branches of trees by the

side of a church. As daylight ends, the "Virgin" can be seen (as shown in the photograph) by the left side of the church. Both the time and place of the "apparition" may well have tended to increase its influence upon the superstitious.

A FOREST TRANSFORMED INTO A BRIDGE: A GREAT GERMAN WORK OF MILITARY ENGINEERING IN LITHUANIA.



OVER 740 YARDS LONG BY 160 FT. HIGH: THE HINDENBURG RAILWAY-BRIDGE, A TEMPORARY TIMBER STRUCTURE, ACROSS THE VALLEY OF THE DUBISSA, AT BOGDANOWO—PART OF GERMANY'S PLAN FOR THE DOMINATION OF THE BALTIC AND THE ECONOMIC PENETRATION OF RUSSIA.

The great Hindenburg Bridge, on the line from Tilsit to Mitau and Riga—a strategic railway constructed by the Germans in 1916, was one of their biggest works of military engineering during the war. It spans the valley of the Dubissa, at Bogdanowo, on the old Russian front in Lithuania, famous for the battles fought there. The bridge is built entirely of round beams of timber from the Lithuanian forests, and, with its effect of trunks and foliage, gives the impression of a forest, as it were, reconstituted. It was over the Hindenburg Bridge that the Berlin-Riga express ran twice a day after the peace of Brest-Litovsk, and it frequently facilitated the rapid concentration of troops in Courland, notably for the attack on Riga in September

1917. The timber bridge was not meant to be permanent, and in 1917 the Germans began a single-arch one of iron, which was to have been finished in 1918. It is easy to understand what it cost the Germans, after such gigantic efforts, to withdraw their troops from the Baltic provinces, and the reluctance and delays with which that part of the Armistice terms was obeyed. This bridge, with other great railway works which they had executed or planned, was part of their scheme to link up the Ukraine—the granary of Europe—with the Baltic by a network of lines, and by such means to effect the economic penetration of Russia and the domination of the Baltic.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY ELLIOTT AND FRY, SWAINE, RUSSELL, SPORT AND GENERAL, HOPPE, AND RUSSELL, WINDSOR.



A NEW ROYAL ACADEMICIAN:
MR. D. Y. CAMERON, R.A.
Mr. D. Y. Cameron, who was born in Glasgow, has been an A.R.A. since 1916.



MARRIED RECENTLY TO THE DUCHESS OF WESTMINSTER:
CAPTAIN JAMES FITZPATRICK LEWIS.
Captain Lewis served in the R.A.F., and before the war was in business at Lloyd's.



A NEW ROYAL ACADEMICIAN:
MR. GEORGE HENRY, R.A.
Mr. George Henry, who is a native of Ayrshire, became an A.R.A. in 1907.



AN EX-GOVERNOR-GENERAL OF NEW ZEALAND: THE LATE LORD PLUNKET.
Lord Plunket was Governor-General of New Zealand from 1904 to 1910.



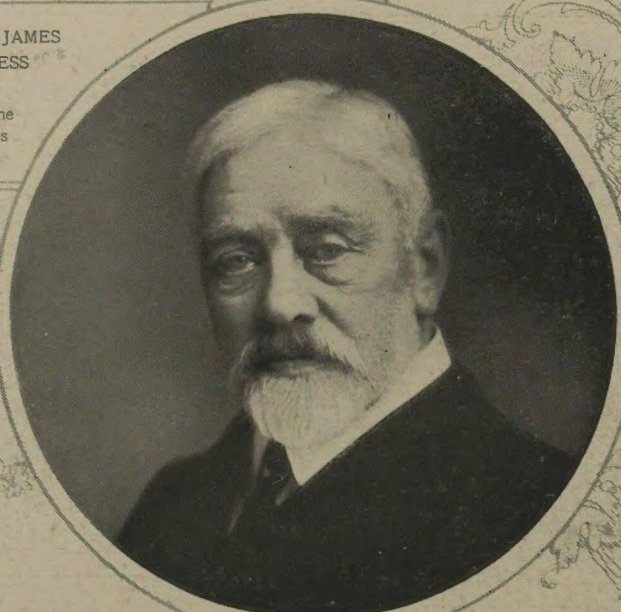
RECENTLY MARRIED TO CAPTAIN JAMES FITZPATRICK LEWIS: THE DUCHESS OF WESTMINSTER.
The Duchess of Westminster divorced the Duke last year. She met Captain Lewis in her hospital at Le Touquet.



EX-PROVOST AND HEADMASTER OF ETON: THE LATE DR. EDMOND WARRE.
Dr. Warre was Headmaster of Eton from 1884 to 1905, and Provost from 1909 to 1918.



DEPUTY-MASTER OF CEREMONIES AT THE FOREIGN OFFICE: THE LATE SIR R. F. SYNGE.
Sir Robert Syngé died recently from injuries through falling from a window at his house in Chester Square.



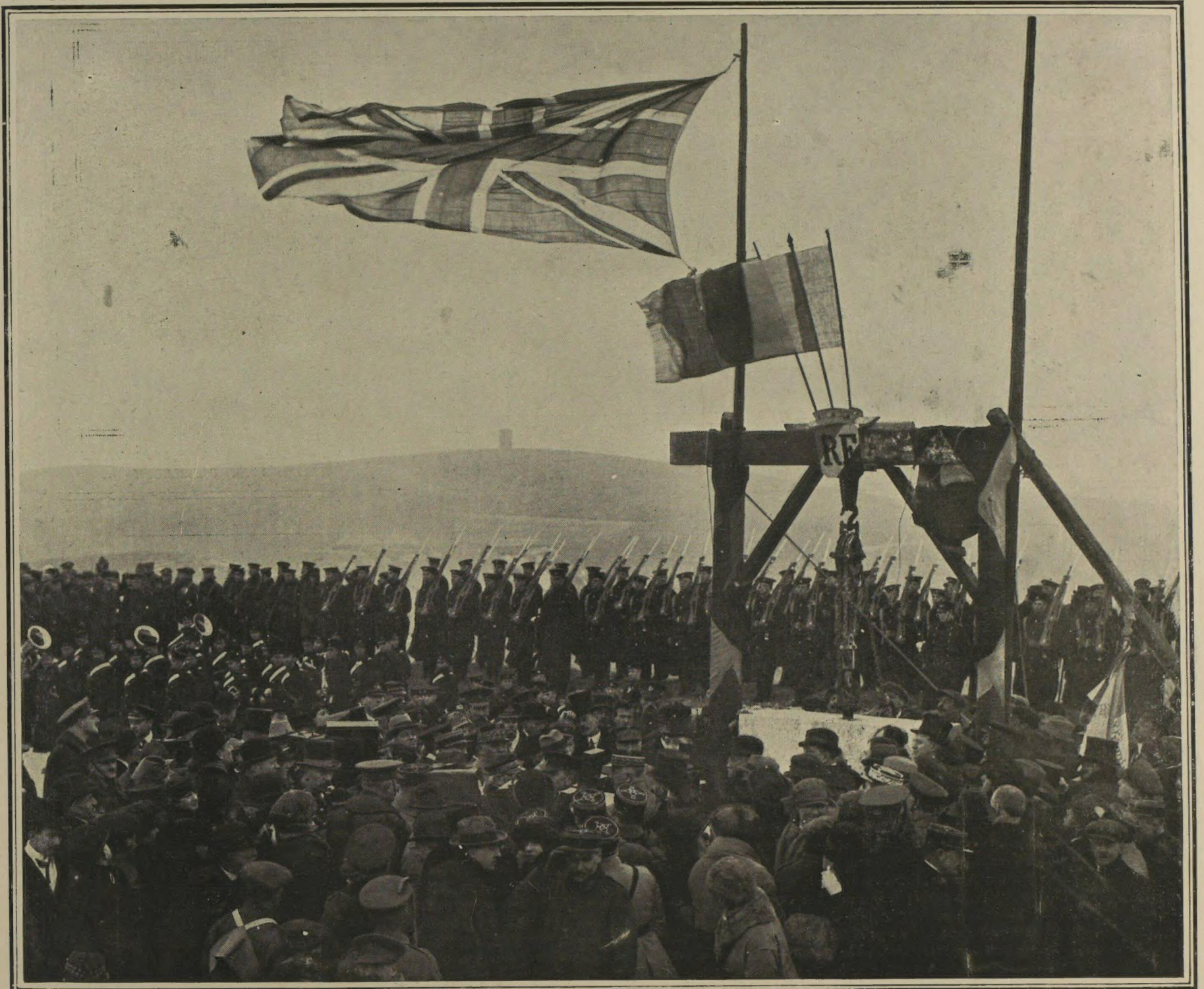
PRESIDENT OF THE ROYAL WATER-COLOUR SOCIETY: THE LATE MR. ALFRED PARSONS, R.A.
Mr. Alfred Parsons, the well-known painter, died recently, at the age of 72, at his home at Broadway, Worcestershire.

The two new Royal Academicians, recently elected, Mr. George Henry and Mr. D. Y. Cameron, are both well-known Scottish painters, and both studied formerly in Glasgow. —Much interest was aroused in Society by the announcement of the Duchess of Westminster's remarriage. She is a daughter of the late Col. William Cornwallis-West. —Lord Plunket, the fifth Baron, who died on January 24, was born in 1864, and

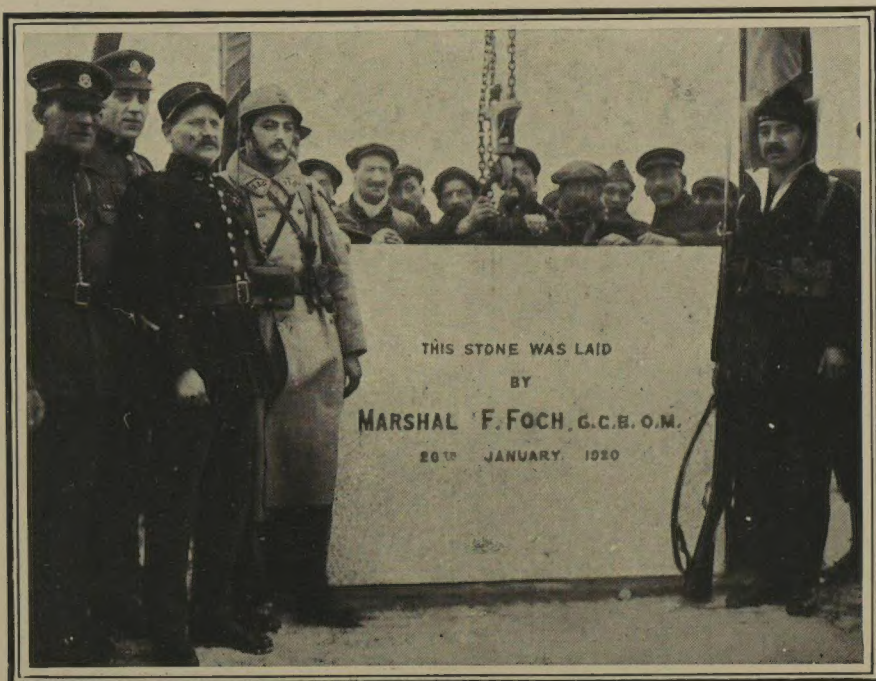
in 1897 succeeded his father, who was Archbishop of Dublin and Primate of Ireland. —The late Dr. Warre, who was eighty-two, spent half a century at Eton, as boy and master. —Sir Robert Syngé had been at the Foreign Office since 1886. He became Assistant Marshal of the Ceremonies in 1899 and Deputy Master in 1902. —Mr. Alfred Parsons, the landscape painter, was born at Beckington, Somerset, in 1847.

HONOURING THE KEEPERS OF THE NARROW SEAS: AT CAP BLANC NEZ.

PHOTOGRAPHS BY AIFIPRI, C.N., AND TOPICAL.

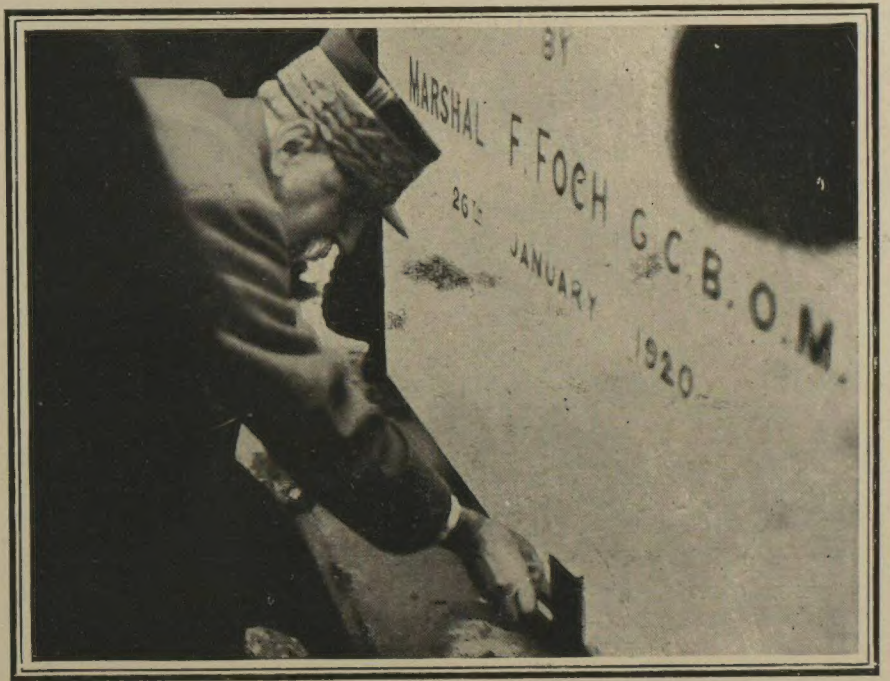


"A GREAT SYMBOL OF THE UNITY OF THE TWO PEOPLES": THE LAYING OF THE FOUNDATION-STONE OF THE MEMORIAL ON CAP BLANC NEZ TO FRENCH COMRADES OF THE DOVER PATROL.



WITH REPRESENTATIVES OF THE FRENCH AND BRITISH SERVICES: THE FOUNDATION-STONE OF THE OBELISK.

Marshal Foch on January 26 laid the foundation-stone of the obelisk to be erected on Cap Blanc Nez, near Calais, as a tribute from the officers and men of the Dover Patrol to the memory of their French comrades who shared the defence of the narrow sea and died for their country and for freedom. The monument will form a companion to that now being built on the cliffs at Dover. At the ceremony the French guards of honour—a party of the 110th Infantry Regiment, with their band, and a party of Fusils Marins, of Calais—were drawn up on the right of the memorial. The British Naval guard, from

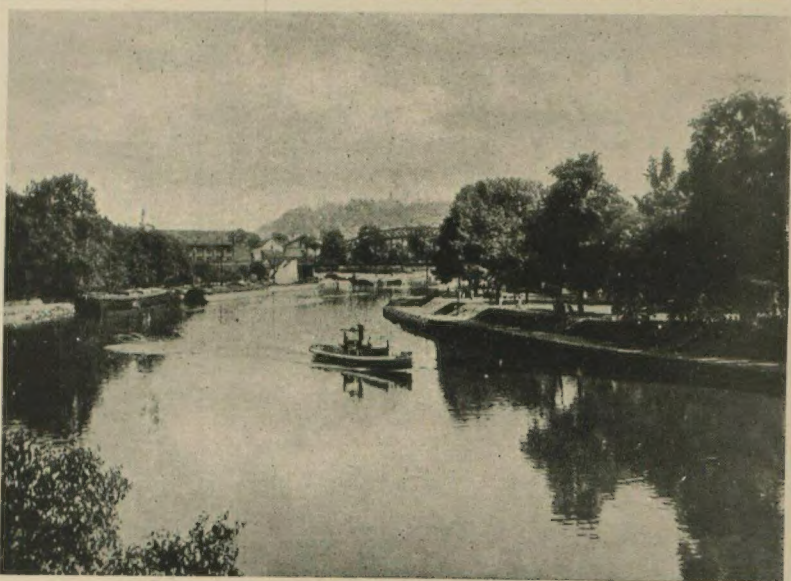


WIELDING THE SILVER TROWEL AND IVORY Mallet: MARSHAL FOCH LAYING THE FOUNDATION-STONE.

H.M.S. "Pembroke," was on the left, and the Royal Marines lined up behind the memorial, thus forming three sides of a square. Marshal Foch performed the ceremony with a silver trowel and ivory mallet handed to him by the Chairman of the Dover Patrol Committee. Later, at a luncheon in Calais, the Marshal said that the Dover Patrol, by guarding the Channel, had made victory certain. "The memorial," he continued, "is a great symbol of the unity of the two peoples. It will stand as a lesson for the future. We won, victory by union. Let that lesson never be forgotten."

A NEW STATE: THE SAAR VALLEY—A BITTER LOSS TO GERMANY.

PHOTOGRAPHS SUPPLIED BY NEW-PAPER ILLUSTRATIONS.



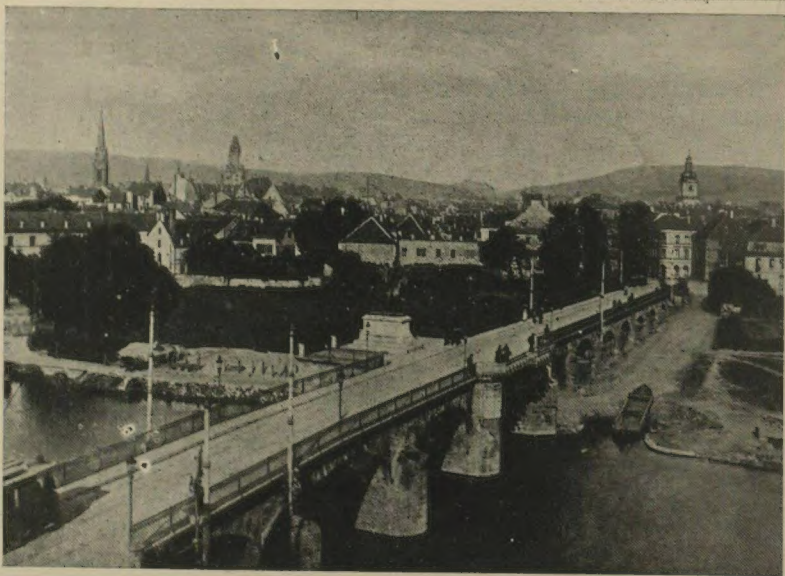
"CHARMINGLY SITUATED": A PICTURESQUE REACH OF THE SAAR, BETWEEN SAARBRÜCKEN AND SAARLOUIS.



HOW THE HOUSING QUESTION IS TREATED IN THE SAAR VALLEY: MINERS' MODEL DWELLINGS AT SAARLOUIS.

"WITH the Ratification of Peace," writes Mr. Randle Edginton, "a new State has been born in Europe. This event has almost escaped public notice in England, apart from the fact that it was duly announced that the first act of the League of Nations was to appoint three delegates in accordance with the Treaty to help administer the affairs of the new community. This new State is that of the Saar Valley, small in area and population, but of enormous industrial importance. With the single exception, indeed, of Alsace-Lorraine, the loss of the Saar Valley is by far the most bitter pill which Germany has had to swallow. She practically ruined the Lens mining area of France. She now has to forfeit her own most important mining area—the Saar—second to few in Europe in extent and output. This coalfield covers 70 square miles, has an output of some 10,000,000 tons yearly, and employs over 50,000 hands. Under the conditions of the Peace Treaty, this valuable property passes absolutely to the French Government, as some compensation for the losses suffered in the Lens and Briey districts, the owners being recompensed by the German Government. The Treaty provisions for the government of the new State are exceedingly fair. So far as France is concerned, she has to supply the present proportion of coal for local needs, and to contribute a just proportion to local taxes. The State will form part of the French Customs system, with no export tax on coal and metallurgical products for the territory, and for five years no import duties on products of the territory going to Germany, or German products coming in for local consumption. French money may circulate, and French labour may be employed, French Unions being recognised. The feelings of the inhabitants have been studied in every way. For the present, the State is to be governed by a Commission appointed by the League of Nations, to consist of five members—one French, one a native inhabitant of the Saar, and three representing three different countries other than France or Germany. The League will appoint a member of the Commission as Chairman, to act as the Executive of the Commission. After fifteen years, the people will decide by plebiscite whether they remain under the present control, unite with France, or unite with Germany. In the last-named case, the mines must be bought out by Germany from France, or the territory become French. The existing system of government will be interfered with as little as possible—railroads, public services, and law remaining much as they are. The individual rights of the people—religious and civil—are guarded in every way. Geographically, the Saar Valley is most happily and charmingly situated. It takes its name, of course, from the River Saar—a right-bank tributary of the Moselle—and some 143 miles in length. Throughout, despite the mines, it is extremely picturesque, and the people are (or were) of a most homely and hospitable type. The present connection of the territory with France is but a renewal of old ties, the whole district having been at one time or another under French rule. It is situated N.E. of Lorraine. The accompanying photographs, recently taken, will

[Continued below.]



THE CAPITAL OF THE NEW SAAR VALLEY STATE: SAARBRÜCKEN—A GENERAL VIEW OF THE TOWN.



"TYPICALLY GERMAN" IN SOLIDITY AND ARCHITECTURAL STYLE: THE CENTRAL RAILWAY STATION AT SAARBRÜCKEN.

[Continued.]

serve to some extent to show the natural beauties of the district. The capital of the Saar Valley is Saarbrücken, which takes its name from a bridge erected over the Saar by the Romans, and is situated 49 miles N.E. of Metz. It has—with the amalgamated communes of St. Johann and Malstatt-Bosbach—some 50,000 inhabitants, and is very prosperous, clean, well laid-out, and with beautiful public buildings. The town was French from 1801-1815, when it was ceded to Prussia. In 1870 it was taken by the French, but only held a few days. The Central Railway Station (shown in one photograph) is typically German in solidity of style and construction. SaarLouis is the second most

important town of the territory. It takes its name from Louis XIV. of France, who founded it in 1681, and who gave to its Town Hall its wonderful collection of Gobelines. SaarLouis is, architecturally, even more attractive than Saarbrücken. Formerly, it was very strongly fortified, the original fortifications having been constructed by the famous Vauban in 1681-1685. They were dismantled in 1899. SaarLouis passed to Prussia under the Treaty of Paris in 1815. Of very great interest to the French is the fact that Marshal Ney was born in the town. One of the accompanying photographs shows some of the excellent model-dwellings provided for the miners of the region."

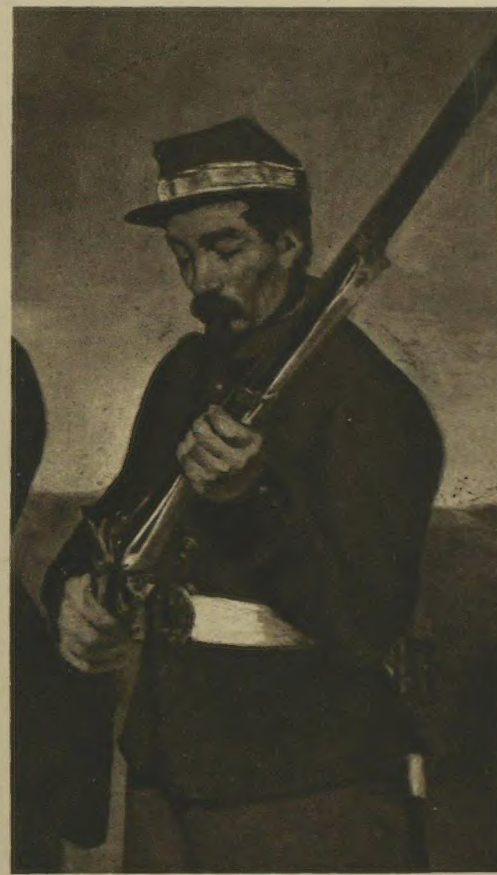
MUCH-DISCUSSED PICTURES: NEW NATIONAL GALLERY TREASURES.



FROM THE CONVENT OF LAS SALESAS: "THE AGONY IN THE GARDEN," BY EL GRECO, THE FAMOUS SEVENTEENTH-CENTURY SPANISH PAINTER.



WITH THE NEXT EXAMPLE, ALL THAT IS FIT FOR EXHIBITION: A FRAGMENT OF MANET'S "FIRING PARTY," FROM "THE EXECUTION OF THE EMPEROR MAXIMILIAN."



ANOTHER FRAGMENT FROM THE SAME MANET, WHICH WAS SPOILED BY FOLDING: A SOLDIER OF "THE FIRING-PARTY."

Some important additions to the nation's treasure-house of art have been made recently by the authorities of the National Gallery. On January 22, Room XXVIII. was reopened with a selection of paintings from the Spanish School, including "The Agony in the Garden," a newly acquired example of the latest period of El Greco, the famous Spanish master of the seventeenth century, whose work is becoming more and more highly esteemed. This picture, which is in perfect condition, was until recently in the Convent of Las Salesas, at Madrid. The French Room at the National Gallery has also been rearranged, and it now contains two fresh examples of the art of Edouard Manet (1832-1883). These are

fragments from his historical canvas, "The Execution of the Emperor Maximilian," one being entitled "The Firing Party," and the other representing the figure of a single soldier of the party examining his rifle. Before its purchase by the National Gallery, in 1918, the painting had been carelessly stored, having lain by for a number of years in a folded-up condition, with the result that the two portions shown above are all that remains fit for exhibition. In his day Manet, like Whistler, suffered much detraction, and lovers of his art are rejoicing that his genius is now worthily represented in the British national collections.

THE LUXURIOUS MODERN LINER AS A FLOATING CLUB: "AT THE THEATRE" ABOARD A TYPICAL CUNARD.

DRAWN BY S. BEGG.



ALL THE AMENITIES OF THE WEST END ON THE HIGH SEAS: THEATRICALS ON BOARD A GREAT LINER—A LUXURIOUS AUDITORIUM AND A FASHIONABLE AUDIENCE.

Ocean travel is very different now from what it was in the early days, when ships were small and the accommodation provided for passengers was of the most Spartan character. With the development of shipbuilding gradual improvements have been made in this respect, until the great liner of to-day has become a veritable floating club, with all the amusements such institutions contained in it; as it were, a microcosm of the West End. Theatres, concert-rooms, gymnasiums, swimming-baths, and so on, are among the various forms of recreation

provided for the luxurious traveller. Our illustration shows a typical scene aboard a Cunarder—a theatrical performance before an audience as fashionably dressed as that in any London theatre. Nor do the decorations, furniture, and appointments of the theatre itself fall short of those to be found on land. Concerts and entertainments are given frequently on all steamers of the Cunard Line.—[Drawing Copyrighted in the United States and Canada.]

CONCERNED IN THE FALL OF KOLTCHAK: CZECH FORCES IN SIBERIA.



ONCE THE SEAT OF ADMIRAL KOLTCHAK'S ADMINISTRATION: VLADIVOSTOCK—CZECH TROOPS MARCHING THROUGH.



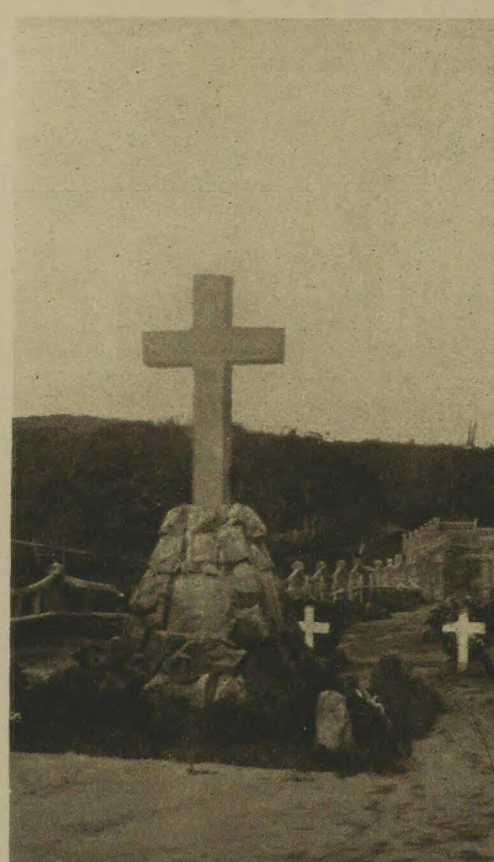
FORMERLY ONE OF KOLTCHAK'S LEADERS AND SINCE IN RIVALRY WITH GENERAL SEMENOFF: GENERAL HORVAT (CENTRE BACKGROUND).



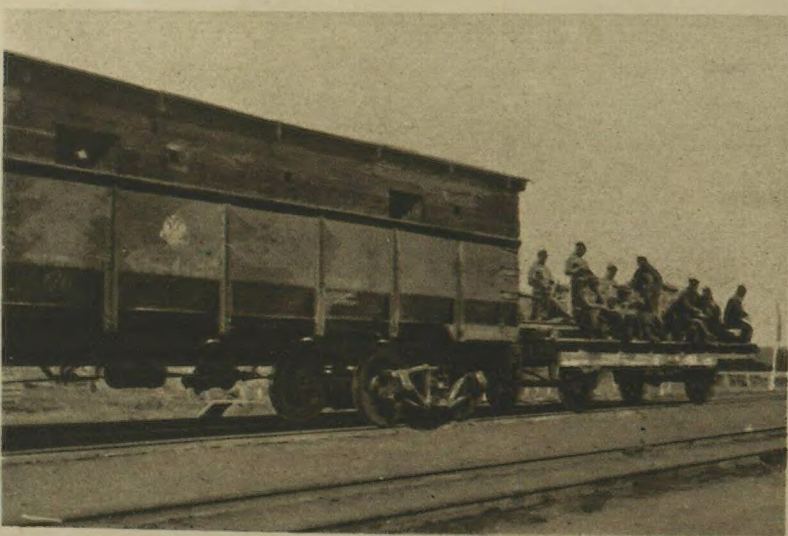
ERECTED BY CZECHO-SLOVAK TROOPS: A MEMORIAL IN VLADIVOSTOCK CEMETERY.



A CZECH ARMoured TRAIN: ON THE RAILWAY BETWEEN TAISHET AND KRASNOYARSK.



IN MEMORY OF BRITISH FALLEN IN SIBERIA: THE CANADIANS' MONUMENT AT VLADIVOSTOCK.



ON THE SIBERIAN RAILWAY BETWEEN TAISHET AND KRASNOYARSK: AN ARMoured TRAIN BELONGING TO THE CZECHS.



SHOWING THE CONSTRUCTION OF THE ROOF, OF HEAVY BEAMS: ANOTHER CZECH ARMoured TRAIN ON THE SIBERIAN RAILWAY.

Vladivostock became the administrative headquarters of Admiral Koltchak when, on November 18, 1918, he was appointed Supreme Governor of Siberia, with the assistance of Allied forces of various nationalities. Then followed his campaign against the Bolsheviks, during which he crossed the Urals into European Russia, but was driven back last autumn into Siberia, retreating ever further to the east until the recent break-up of his forces and his Government. There has been friction between the various elements in his army, notably between Czechs and Russians. When Admiral Koltchak resigned a few weeks

ago, he was placed under the protection of the Czechs by the Allied representatives, but on January 22 it was stated that there was practically no doubt the Czechs had surrendered him to the revolutionaries at Irkutsk. A Vladivostock message of January 18 said there had been conflicts, near Chita, between Czech troops (under French command) and Russians under Semenov. Americans were said to have joined the Czechs. The message added that the Japanese intervened and effected a settlement, and that evacuation of the Czechs and Americans was proceeding.

LIFE IN THE OLD WAR ZONES: RELIGIOUS OCCASIONS IN FRANCE.

PHOTOGRAPHS BY ROYER.



IN A VILLAGE WHICH STILL BEARS WITNESS TO THE HAVOC OF WAR: A FIRST-COMMUNION PROCESSION AT BRAY, ON THE SOMME.



WHERE RECONSTRUCTION HAS NOT YET REMOVED ALL THE DÉBRIS OF SHELL-FIRE: A FUNERAL PROCESSION IN THE DEVASTATED REGION OF FRANCE.

In this country it is hard to realise the enormous task of material reconstruction that has still to be carried out in the war zone of Northern France. In England we have practically removed all traces of the sporadic destruction caused by air raids and coastal bombardments. It is different where whole regions have been utterly devastated, towns reduced to ruins, villages wiped out, and once-smiling landscapes turned into

desolate wastes. The costly work of rebuilding is bound to be more gradual. So it is that, even though social and religious activities have revived, along with industry and agriculture, many places in France still bear the marks left upon them by the fire of artillery during the war. A Paris report recently estimated that complete reconstruction in France would take from ten to twenty years.

THE RE-HOUSING OF THE PEOPLE IN RAVAGED FRANCE: UNDERGROUND CAVES, DUG-OUTS, AND NISSEN HUTS.

PHOTOGRAPHS BY ROYAL, PAP



TROGLODYTES OF LENS: A WOMAN AT THE DOOR OF HER DUG-OUT.



THE CHILDREN'S FIRST CLAIM IN RECONSTRUCTION: A TEMPORARY SCHOOL OF WOOD, AND SOME OF THE SCHOLARS.



TIMBER AND CORRUGATED IRON BUILT ON TO STONE RUINS: THE PRESBYTERY AT COUCY-LE-CHATEAU.



RELIGION ALIVE AMID THE WRECKAGE: A FUNERAL AT THE NEW TEMPORARY IRON CHURCH AT NEAULDE.



AT THE "FRONT DOOR" OF THEIR SUBTERRANEAN HOME: LIFE IN LENS.



FUEL SHORTAGE: CHILDREN SEEKING COAL FALLEN FROM TRAINS AT VOUZIERES.



CONSTRUCTED OF "ELEPHANT" IRON: A TEMPORARY HOUSE AT THE SIDE OF THE RAILWAY, WITH ITS "GARDEN."



CHILDHOOD'S HAPPY INDIFFERENCE: LITTLE FOLKS AT PLAY WITH DOLLS BY A SHANTY.



THE RESURRECTION OF MUNICIPAL GOVERNMENT IN A CENTRE OF RUIN: THE NEW MAIRIE AT LENS.



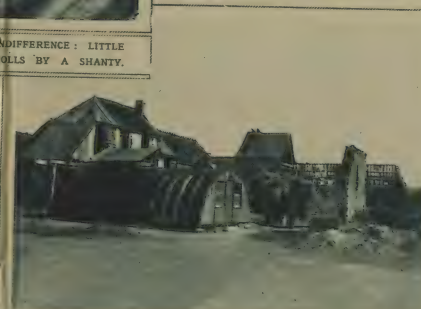
REPLENISHING THE FAMILY LARDER: CHILDREN DIGGING POTATOES AT BRIMONT.



BUILT OF TARRED FELT: ANOTHER FORM OF TEMPORARY DOMESTIC ARCHITECTURE—WITH A LADDER TO THE LOFT.



NISSEN HUTS CONVERTED INTO BUNGALOWS: A ROW OF WARLIKE "VILLAS" AT COUCY-LE-CHATEAU, WITH NAMES OVER THE DOORS.



PAST, PRESENT, AND FUTURE HOMES: A NISSEN HUT BY A WRECKED HOUSE; A NEW HOUSE BEING BUILT (BACKGROUND).



LIKE A DUG-OUT OF THE WAR: A "HOUSE" OF STONE, TIMBER, AND CORRUGATED IRON, AT COUCY-LE-CHATEAU.

People grumble about the housing question in this country, but what would they say if they lived in the war-zone of Northern France? Reconstruction there is of necessity a slow process, owing to the immense amount of labour involved, not to speak of the expense and difficulties in obtaining materials. Meanwhile the inhabitants have carried on as best they could, adapting themselves to the peculiar conditions and patiently awaiting better times. It is interesting to see in these photographs the different types of temporary dwellings adopted. Inhabitants of Lens, the mining town which suffered complete destruction, have become practically troglodytes, or cave-dwellers. The Germans, it will be remembered, wrecked the mines and flooded the workings, or otherwise choked them with debris. By poetic justice, German workmen are being employed in clearing and repairing them, and the cement required is being brought

from Germany. It was stated recently that no coal could be extracted from the upper workings before next year, and that the pumping-out of the mines, some of which are very deep, would take at least three years. A Reuter message on the subject says: "The railways in the Lens district will not be completely repaired till 1921. . . . Of the 800 workmen's dwellings belonging to the Miners' Society, not a hundred can be repaired. For the Lens mining district 400 concrete huts are to be built to house the 5000 workers who will be employed in clearing the pits for two or three years. . . . It is not expected that the town and its mines will return to anything like their former state before 1925 or 1926." Temporary housing has been arranged for all who wish to return to ruined places, and saw-mills, brickfields, cement works, and so on, are being established to produce building materials.

THE WORLD OF FLIGHT

SUPPLY AND DEMAND IN THE AIRCRAFT INDUSTRY.—II. By C. G. GREY, Editor of "The Aeroplane."

IN a recent article one discussed certain phases of the all-important question of how a demand for aircraft can be created, and ventured to point out that, in accord with the laws of economics, the best way to create a demand is to present a supply. The natural objection to such a solution of the question in the Aircraft Industry is that the British aircraft constructors, and the constructors of all other nations, cannot afford to build aeroplanes on the off-chance of selling them in these days, when most of their profits have gone in paying war taxes and when their shareholders expect them to pay dividends on capital instead of expending what profits have been left to them in doing propagandist work in the hopes of orders to come. Already an enormous amount of money must have been spent by the British Aircraft Industry on missions to foreign countries, and though some of these missions are already bearing fruit, it must necessarily be a year or two before their work, and the experimental air-lines which will be formed as the result of it, can possibly bring in dividend-paying profits.

Meantime, the majority of the aircraft firms are endeavouring to make dividends out of work entirely unconnected with aircraft, such as building bodies for motor-cars, making motor-cycles or light cars, manufacturing household furniture or fittings, and other things equally alien to the firms' original purposes, and all equally useless as a means either of advancing the progress of aviation or of keeping together those staffs of experienced and highly skilled aeroplane-designers on which, as Mr. Holt Thomas has pointed out, the whole future of our Air Power depends. It is true that several firms are maintaining small aircraft departments in which they are building, or intend to build, experimental aeroplanes, and that they are retaining the services of their chief aeroplane-designers. But the amount of work done in these departments and the experience gained from these experimental machines can only be, in the nature of things, very small compared with what it would be if the works were producing a regular output of aeroplanes of successively improving types.

The only possible way of creating a demand for new and improved types is to induce people, first of all, to use aeroplanes freely. And the way to induce people to use aeroplanes freely is to supply them at a tempting price. Obviously, under present conditions of severely limited output, aeroplanes and aero-engines cannot be produced at low costs, and so they cannot be sold at tempting prices. But it is possible to sell cheaply aeroplanes which already exist, and will be merely scrap material if they are not sold within the next twelve months. There are at present huge supplies of such machines in the possession of the Disposal Board. The exact figures have not been published, but one is told on fairly reliable authority that there are about fifteen thousand of them.

Some of these machines are useless for commercial purposes, but a very large number can be adapted to the use of civil aviation. One cannot see any possibilities in commercial flying for, say, a Sopwith "Snipe," a high-speed single-seater with a B.R. engine of 200-h.p.; nor for a Sopwith "Salamander," an armour-clad single-seater designed for attacking troops on the ground. Nor does there appear to be much use for an "S.E.5," a single-seater with a 200-h.p. Hispano-Suiza engine. Yet such of those machines as may be in stock might be put to good use by selling them very cheaply or even giving some of them away to foreign countries which are desirous of forming an Air Service, if only to create in those countries the impression that British aircraft are the

best. One imagines that the small self-determined countries now so busily making war in Europe would be glad of them. Thus the Estonians, the Letts, the Poles, and the Ukrainians would doubtless be glad of "Snipes" and "Salamanders," especially the latter, so that they might attack Bolshevik troops behind the fighting lines.



TURNING IN ITS OWN LENGTH: A MOTOR-LORRY FITTED WITH THE NEW LANDON-MARTYN TURNING GEAR, AT BERKHAMSTED STATION.

The Landon-Martyn turning gear, made at the works of Sir Richard Cooper, M.P., is operated from the driver's seat, and enables a vehicle to turn in its own length. It is of great value in crowded traffic and limited spaces.—[Photograph by Neuman.]

On the other hand, any of the little light Sopwith "Pups," with 80-h.p. Le Rhône engines, or with 100-h.p. Gnômes, which may still be in existence

would make excellent light mail-carriers, especially for distances up to 200 miles or so over rough or much enclosed country; for this handy little craft can, as their pilots used to say, be landed in a tennis-court, and they land so slowly that if there is no landing ground at all to be had they can be put down in a jungle or on rocks, so that, though they break themselves, the pilot is practically certain of escaping injury. There are, one knows, hundreds upon hundreds of excellent two-seaters, such as Bristol "Fighters," Airco D.H.4's, and Airco D.H.9's, which at a cost of a few pounds could be altered to carry two or three passengers in addition to the pilot, or to carry an equivalent quantity of mails and parcels. These machines are useless to us for war purposes, and for civil aviation their makers have already produced types which are a great improvement. But they would be of very great use to many foreign nations and to our own Overseas Dominions—as, for example, in Australia and South Africa, where big schemes are in hand for aerial mail lines.

Then there are very many older types of machines, such as Airco D.H.6's, and the products of the Royal Aircraft Establishment at Farnborough—B.E.2a's, B.E.2e's, B.E.12's, R.E.8's, and so forth—which, though too slow for mail work, are eminently suitable for passenger flying. Not only could such machines be sold abroad and in our Overseas Dominions, where they would do much to popularise flying, but they could be sold—as a few have been already—to people in this country. Over and above all these there are our vast stocks of hydro-aeroplanes of all sorts, ranging from small single-seater float machines and two-seater flying-boats up to the great Felixstowe twin-engined boats with 750-h.p. and a crew of five, which last machines can carry fifteen or twenty passengers with ease. These hydro-aeroplanes could be used all over the world for all sorts of purposes, from pure pleasure-flying over, say, Sydney Harbour or the Roads of Bombay to mail and passenger services up the Hoang Ho or the Irrawaddy or the Amazon.

All this can be done if the Government will sell the machines at a price. If once these thousands of machines, with spare parts and spare engines—there are, one is told, at least two engines in stock for each aeroplane—could be distributed over the earth and set to work, the supply of cheap machines, cheap mail services, and cheap pleasure flying would ere long create a demand for better and faster aeroplanes. Unfortunately, the policy of the Disposal Board, so far as one can understand its policy, seems to be rather to keep a firm hold on the machines until the demand for aeroplanes enables the Board to secure a high price for this decaying stock of war material. Of course, it is entirely praiseworthy that the nation's servants should thus endeavour to secure high prices for war material, and so recoup the tax-payer in some measure for the ridiculous prices which were paid for aircraft during the war. But, if the stock is held till the demand makes it worth while to release the supply, one fears that the supply, when released, will be found to be useless. Either the material will be rotted and perished or the types will be hopelessly obsolete. There is, however, the consolation that the officials of the Department will have enjoyed their salaries for a correspondingly longer period than if all the stock had been sold cheaply during the present year, and thus they will have been prevented from helping to over-crowd the labour market.



AN AIRMAN'S VIEW OF PARIS: THE GREAT CHURCH OF THE SACRÉ CŒUR ON MONTMARTRE, FROM ABOVE.

The great basilica of the Sacré Cœur, which was consecrated last October, is one of the landmarks of Paris.

A FINE MARK ANTONY: "JULIUS CÆSAR" AT THE ST. JAMES'S.

PHOTOGRAPHS BY STAGG PHOTO CO.



1. "O MIGHTY CÆSAR, DOST THOU LIE SO LOW?" MR. HENRY AINLEY (CENTRE BACKGROUND) AS MARK ANTONY ADDRESSING THE CONSPIRATORS AFTER THE MURDER OF CÆSAR IN THE SENATE HOUSE.

Mr. Henry Ainley's revival of Shakespeare's "Julius Cæsar," at the St. James's Theatre, is a remarkably fine and dignified production, both as regards the acting and the stage setting. Mr. Ainley, whose re-appearance has been widely welcomed, makes an admirable Mark Antony, and succeeds in the difficult task of giving a sense of freshness and

2. "SPEAK TO ME, WHAT THOU ART."—"THY EVIL SPIRIT, BRUTUS": MR. BASIL GILL AS BRUTUS AND MR. CLIFTON BOYNE AS THE GHOST OF CÆSAR, IN THE TENT OF BRUTUS.

spontaneity to the wonderful, but familiar, speeches. Later on he intends to change his part, at one time playing Brutus and, at another, Cassius. At present the part of Brutus is taken by Mr. Basil Gill, and that of Cassius by Mr. Milton Rosmer; while the Cæsar is Mr. Clifton Boyne.

The World of Sound: I.—“What is Sound?”

By PROFESSOR W. H. BRAGG, C.B.E., D.Sc., F.R.S.

ALL around us are material objects, and it is quite difficult to move without shaking some of them more or less. Besides the obvious surroundings of material things there is an ocean of air in which we live. We cannot move without stirring it. The ear is marvellously sensitive to the minute quiverings that come to it through the air, and then pass down the tube of the ear, and come finally to the delicate organs within.

It seems quite absurd to think there is anything wonderful in it, because the “sounds seem so different.” But, of course, that is just where the wonder lies. The ear has such marvellous powers that it can sort them all out from each other, can tell one person's voice from another—can even tell by the minutely differing shades of inflection the spirit that lies behind the word.

Let us show by experiment how

material things can transmit the quivering motions which it is the function of our ears to detect. In the basement of this building, two floors below us, there is a powerful musical box (Fig. 9). It is playing now, but we do not hear it because none of the quivers which it makes, whether in the air or the floor or the walls, is strong enough to get to us. They cannot come by air because there are floors and shut doors which they cannot pass through easily; and they do not come by way of the walls because the quivers which get into the floor and walls are far too weak. But there is a long wooden rod which rests on the musical box and comes up to this room through holes in the floors which are between. Up this rod the quivers come quite strongly; if I put my ear to the rod I can hear the musical box plainly. There are probably few in the audience that can hear it, and the reason for that is that the rod is so small in cross-section that when the quivers reach the end they do not give enough motion to the air. Some bigger surface is wanted which will take the motion from the rod and be broad enough to shake the air over a large surface. When a tea-tray is put on top of the rod everyone can hear the musical box with ease; a violin does just as well—even a soft felt hat makes the music plain.

The experiment we have just made illustrates the passage of sound along a solid body—in this case the long rod. People who have lost the power of hearing through the air may still in some cases hear music when they rest one end of a rod on the end of a sounding-board of a musical instrument and put the other end

to their teeth. The sound runs through the bones of the head and reaches in this way the mechanism of the inner ear which must, of course, be uninjured.

Next we must show that sound requires something material to carry it, even if it be

mechanism which can ring a bell (Fig. 8). The bell is supported by elastic strings, which do not carry sound at all well; so that, when it rings, the sound, if it gets to our ears, must have come through the air. The quivers of the bell launch a quivering motion into the air which gets to the glass wall of the cover and starts it in motion. In its turn the glass shakes the air outside, and quivers once more run through the air and finally reach our ears. The cover stands on a plate to which it is firmly waxed down. There is a hole at the centre of the plate which opens into a pipe communicating with an air-pump. The air-pump is worked, and gradually the air is drawn away from underneath the cover. When there is little air left we notice that the sound of the bell has become much weaker; and at last, when every trace of air is removed, it dies away altogether. That shows that the air was wanted to carry the sound. When we let the air in again the bell sounds out as before.

Observe that, when there is neither solid nor liquid nor gas, sound is not conveyed at all. It cannot travel across what we call a vacuum. Between us and the sun there is space, more empty of gas or air or any other substance than even the glass container which we used just now. No sound can travel across such a space. Light, on the other hand, travels quite easily. Light and our eyes that see it deal with the doings of the whole universe; sound belongs to the world only. I may talk of the universe of light, but I can only talk of the world of sound.

The quivering motions must take time to travel from place to place. Sound travels so much more slowly than light that the fall of a hammer at a distance is seen before the sound of it is heard. All sorts of sound have the same velocity in the same medium. If it were not so, the various instruments of a band playing



FIG. 12.—WHEN A ROW OF NAILS IS DIPPED SIMULTANEOUSLY, THE MANY SETS OF CIRCULAR RIPPLES JOIN FINALLY INTO A STRAIGHT RIPPLE FRONT.

some distance away would not all be heard together. It is not easy to picture the movement of sound waves, because the quivering motions are so minute; and, besides, the air which often carries them is invisible. It is well worth while to study some visible form of wave movement, and we will take water ripples as our exemplar. A large shallow tank (Fig. 2) with a glass bottom contains water to a depth of a quarter or half an inch; a bare electric light shines through the tank from below and casts pictures of the ripples on the screen.

A drop falls into the water, and circular ripples spread away (Fig. 3). Two drops fall in together, and each set of ripples spreads away as if the other were not there (Fig. 4). When these meet a wall made by a wooden block lying in the tank, they are reflected, and take up a new circular movement as if they came from a point on the other side of the wall (Fig. 10). This illustrates the reflection of light in a mirror, and the echo in the case of sound. When long straight waves are rolled against the wall by moving a glass rod to and fro, the reflected waves are also straight, and the two sets of waves are laced into a beautiful pattern (Fig. 11). An obstacle consisting of a row of nails can reflect something; so can a row of palings or the edge of a forest reflect a certain amount of sound. When the whole row of nails is dipped in together a set of circular ripples is set going which soon becomes a straight wave (Fig. 12).

One other important point may be illustrated by the ripples. Ripples can swing round a corner; it is a matter of common experience that sound does the same. The voice of someone speaking just outside an open door is heard all over a room, even at places where the speaker is invisible. There is in such a case no

appreciable sound shadow. But in other cases sound shadows may be observed clearly, as when a cart passes the end of a street and the noise suddenly diminishes as the cart gets behind the houses. It appears that sound shadows are only definite when the obstacle is several times as wide as the length of a wave—that is to say, as the distance between successive pulsations. This effect can be shown with the ripple-tank. When the ripples pass through a narrow gate between two blocks they spread out on the far side in semicircles, swinging round the corner very obviously (Fig. 13); but



FIG. 13.—RIPPLES PASSING THROUGH A NARROW GATE BETWEEN TWO BLOCKS AND OPENING OUT INTO SEMICIRCLES.

when the gate is wide open there is a distinct ripple track passing through the opening, and the blocks cast definite shadows (Fig. 14). Many of the ripple-tank experiments can be observed more or less perfectly on the sea or a river or a pond, or even in the bath.

The last experiment gives us the hint to use very high-pitched notes (for which the wave-lengths are very small) if we want to “handle” a beam of sound. The late Lord Rayleigh employed a very shrill whistle, known as a bird-call (Fig. 7). It is really too high for most ears to hear. But there is a form of gas-flame which is sensitive to such notes. Gas under high-pressure issues from a fine opening at the end of a long and tapering tube, and burns in a tall, narrow, bright flame (Fig. 6). The pressure is adjusted until it is on the point of flaring. Any high-pitched sound, such as a hiss, or the rattling of a bunch of keys, or the dropping of one coin on another, or the bird-call, makes the flame flare and duck several inches (Fig. 5).

With these appliances we can carry out a very instructive experiment (Fig. 5). A glow-lamp is put beside the sounding bird-call, and a piece of white paper fastened to the gas-tube. When a concave mirror is used to focus the light of the glow-lamp upon the paper, then at the same moment the sound of the bird-call is focussed on the sensitive point of the flame, which is just where it issues from the pipe, and the flame ducks and flares violently. We see how the light is focussed, and infer how the sound must be focussed. The experiment shows how, under proper circumstances, we can handle beams of sound just as we handle beams of light.

NOTE.—Professor Bragg has in the above article condensed the first of his recent very interesting Christmas lectures, on Sound, at the Royal Institution. The others



FIG. 14.—WHEN THE GATE IS WIDE THERE IS MORE EVIDENCE OF SHADOW CAST BY THE BLOCKS.

will follow in future numbers of this paper. The lectures will shortly be published in full, in book form, by Messrs. George Bell and Sons.



FIG. 10.—RIPPLES REFLECTED AND APPEARING TO COME FROM AN “IMAGE” (I) ON THE OTHER SIDE OF THE WOODEN BLOCK IN THE TANK.

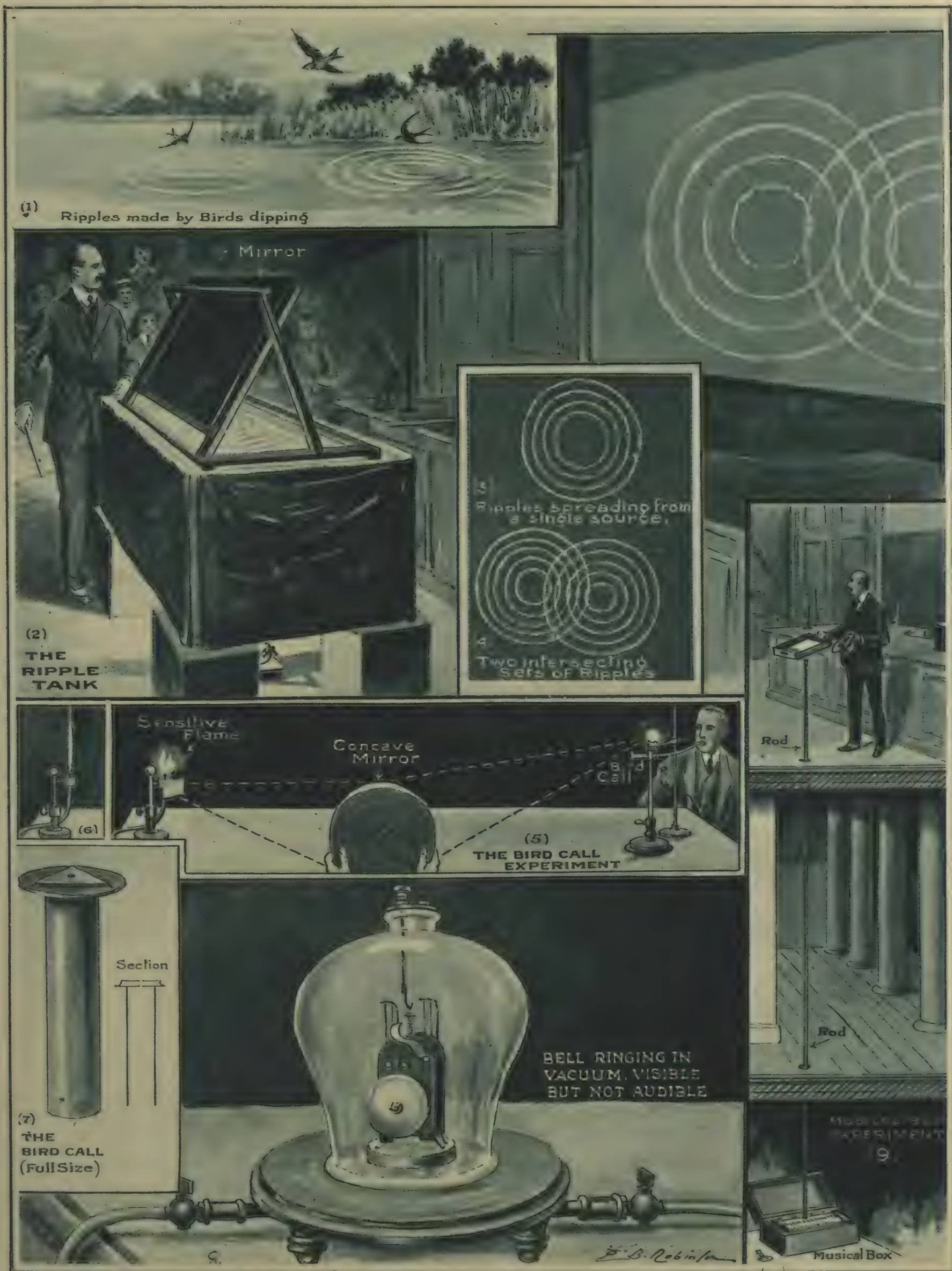


FIG. 11.—A DIAMOND-SHAPED PATTERN FORMED BY THE INTERLACING OF RIPPLES AND THEIR REFLECTIONS.

only a gas such as the air; and we will make use of one of Tyndall's famous experimental illustrations. Under this large glass cover there is a clock-work

THE WORLD OF SOUND: A SCIENTIST REVEALS FAMILIAR WONDERS.

DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY PROFESSOR W. H. BRAGG, C.B.E., D.Sc., F.R.S., IN ILLUSTRATION OF HIS RECENT LECTURES.



I.—WHAT IS SOUND? PROFESSOR W. H. BRAGG'S EXPERIMENTS IN HIS FIRST LECTURE AT THE ROYAL INSTITUTION.

Interest far beyond the particular audience to which they were addressed has been aroused by Professor W. H. Bragg's lectures to children at the Royal Institution on "The World of Sound." We have accordingly arranged with him to write for us an abridgment of each lecture of the series, to appear in these pages with diagrams illustrating his experiments. His first article is given on the opposite page, and those condensing the substance of his other five lectures on Sound will appear in succeeding issues of this paper. The whole

set of lectures, on a more extended scale, is to be published shortly in book form by Messrs. George Bell and Sons. Here we may add that the author is Quain Professor of Physics in the University of London. He was Third Wrangler at Cambridge in 1884, and subsequently held chairs at Adelaide and Leeds. In 1915 he won the Nobel Prize (with his son, Mr. W. L. Bragg) for research on X-rays and Crystals. During the war he did valuable work on detection of submarines by sound.—[Copyrighted in the United States and Canada.]

BOLSHEVIST TYRANNY OVER LABOUR: WORKMEN VICTIMS OF THE EXTRAORDINARY COMMISSION IN PETROGRAD.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY MR. PAUL DUKES.



A COMMON SIGHT IN PETROGRAD UNDER THE BOLSHEVISTS: ARRESTED WORKMEN MARCHED ALONG THE NEVSKY PROSPECT UNDER A GUARD OF LETTS AND CHINESE.

Nearly all the foremost leaders of the Russian workmen have been arrested and shot as "counter-revolutionaries." The biggest strikes in Petrograd occurred in April and July, and in Moscow in June. The demands put forward by the workmen were for peace, free trading, free press, free speech, free elections. At one strike a banner was carried bearing the inscription: "Doloi Lenina s koninoi, dajte tsarya s svininoi"—a couplet meaning "Down with Lenin and his horse-flesh; give us a Tsar and pork."

By free trading they meant freedom of purchase and sale through their co-operative societies, which the Bolsheviks have endeavoured to subject to their own use. It is a common sight to see workmen being conducted through the streets, arrested on charges of desertion from the Red Army or "counter-revolutionary" (which means, simply, anti-Bolshevist) agitation. Their escort usually consists of Letts and Chinese, commanded by a Commissary.—(Drawing Copyrighted in the United States and Canada.)

BOOKS OF THE DAY

By E. B. OSBORN.

MAN has one foot in time and the other in eternity; so he lives as a mortal by reason and he lives immortally by intuition. What is often called "conversion" is the first great act

of the life within whereby he learns the use of intuition, the soul's eye, and feels suddenly in his uplifted heart—
The burning cataracts of Christ.

For all who travel by the Mystic Way, it is vital to find a philosophy of living which will enable them to do as well as to be, to live rightly in time as well as righteously in eternity.

"JACOPONE DA TODI" (J. M. Dent; 16s. net), by Evelyn Underhill, with a selection of verse translations by Mrs. Theodore Beck, is described as the spiritual biography of one who was the typical singer of the Franciscan movement (the first great revolt against intellectualism, which afterwards degenerated into a crazy contempt for cleanliness and clear-learning and a sort of monastic class-war . . . remember how the Franciscan guest at a Benedictine monastery replied to the *Benedictus benedictus* of his hosts with a surly, silly *Franciscus franciscus*!), the first writer of philosophic religious poetry, and perhaps the most picturesque figure in the history of early Italian literature. The span of his life covered the most impressive period of the Middle Ages, when the world seemed to all men the antechamber of Heaven, with portals perpetually ajar through which the simple, wise, austere, joyous soul could pass incarnate. He was born soon after the death of St. Francis himself; he lived through the last years of the Emperor Frederick II. and the whole reign of St. Louis, through the careers of St. Thomas Aquinas and St. Bonaventura. Living in the world until his fortieth year, he was a brilliant lawyer and a man of the world who combined strong passions with the fastidious tastes of a mediæval *arbiter elegantiarum*. Then he experienced a sudden and dramatic conversion, and for ten years, like the English mystic Richard Rolle, followed the roving career of a missionary hermit—

To learn and discern of his brother the clod,
Of his brother the beast and his brother the god,

until in his soul's eye the whole visible universe sparkled with the immanent effulgence of deity. Then he joined the great brotherhood of the Franciscan revival, and his *Laude* have that subtle perfume, that mysterious essence, of the rapturously-recovered Primitive Rule, which raised the love of Christ to the *n*-th power, as it were, changing the rose-loves of the *Fioretti* into

the early writers in this inscrutable mode he represents the double strain of wisdom and simplicity, of moral austerity and lyrical joy, which was the pungent and peculiar attribute of the Franciscan *élan* as understood by its creator, St. Francis himself.

His poetry illustrates on the one hand the eager, fiery, rapturous devotion to the person of Christ, which marked the inward growth of the Franciscan mystic, and on the other the missionary ardour which drove the Franciscan to preach to other men the supreme felicity of loving the one unalterable and unquenchable Love. In his loftiest passages, such as those in praise of the *ebrietas d'amore*, he relies on an intuition that transcends even imagination. Emotion becomes commotion, a fury of piercing passion, and then—as the Mystic Way is traversed in the twinkling of the soul's eye—a rest-in-unrest, like that of the crucical nirvana of a vast wheel whirling the stars round in its swift circuit, supervenes as his love is for an immortal moment one with the Love that out-loves all living things. He cries—

For since God's wisdom,
though so great,
Is all intoxicate with
love,
Shall mine not be inebri-
ate?
And so be like my Lord
above?
No greater honour can I
prove
Than sharing His in-
sanity.

Mrs. Theodore Beck, though never one of the translators that are called traitors, cannot give us an impression of the white-hot flow of his verse at such moments, when it resembles the lava-flood rolling down the steep sides of Vesuvius in clouds of prismatic fire. The old object-subject relation between the soul and its Divine Lover is transcended in the later *Laude*.

The human heart, arras'd in purple, is the King's palace at last; and it was intuition, not thought or emotion, that pointed the way, sword-like, to this crimson consummation. Not a Millennium, but an Armageddon of agonies and exultations, is seen to be the way to the supreme peace of the final certainty that Love is the very substance of Reality and loving the one movement of living. Of his business in the world of his fellow-seekers, Mrs. Stuart Moore (Evelyn Underhill) gives us a learned story, bright with the action and atmosphere of its age, and full of the echoes and reflections of spiritual romance. But he went about his business of living in the world-without, with the stigmata in his clenched hands, holding the spectral images, bleeding spectrally, of the marks of the iron nails.

Perpetually Mysticism

renews itself, reviving always after the blood and irony of a great war. A new Franciscan movement is now fast flowing, though we cannot name the St. Francis of

it. England is full of young men who eagerly desire, inarticulately for the most part, to see the toilers below them lifted up and released from all material and spiritual gyves at any cost to themselves of wealth and prestige and social authority. They scorn all the old, philosophic limitations which are seen to be mere look-see barriers, as absurdly unreal as the chalk-lines that are said to restrain chickens. In "MORNING KNOWLEDGE" (Long-



BELGIUM'S TRIBUTE OF GRATITUDE FOR ENGLISH HOSPITALITY TO HER REFUGEES:
THE MAIN PART OF THE MEMORIAL TO BE ERECTED IN LONDON.

The memorial is the work of the distinguished sculptor M. Rousseau. It is to be placed in the Embankment Gardens opposite Cleopatra's Needle, with a setting at the back by Sir Reginald Blomfield.
Photograph by Central Press.

mans, Green and Co.; 14s. net), by Alastair Shannon, a young soldier who was taken prisoner in one of the Turkish counter-attacks during the earlier efforts to relieve Kut, we have the spiritual Odyssey of a Mystic in the making. It is an entrancing book, difficult at times to follow for one who is haunted, as I am, by the ghost of Aristotelian ethics and the ghastly exactitudes of mathematical reasoning. But the meaning every little while runs calm and clear as a sunlit river, and, when it changes into a cataract, the seven-coloured rainbow of literary beauty hangs above the turmoil of its foaming and on-flowing over the brink of evening afar. There are passages in which the author's shy passion for the Great Lover is revealed with the ardour and accent of the true Franciscan. In the last strophe of his song of battle and captivity, after asking for the natural consolations of the prisoner of war—

Unweave, thou glowing charcoal flame,
Thy memory of stars,

his soul cries aloud for the only true comforter: "O Thou who hast been my Lover, and I knew not! O Thou who hast been my Friend in my friends, my Happiness in my happiness, my Priest, my Leader and my Lord." In the exposition of his antidote to all forms of Intellectualism, to all the liberty-slaying shibboleths of pre-War society, politics and theology, there are episodes as full of dramatic characterisation and playful charm as the minor Platonic dialogues. The wounds in the hands of his spirit are as the still-bleeding wounds of his Lord and Lover. Into that visionary blood he dips his pen at times, and the waters of intuition become wine—*vidit et erubuit pudica lympha Deum*. His whole book, with its lapses into diagrams analysing the body and spirit of man, never ceases to be—

Alive with thoughts that flare,
white-hot intuitions which shall burn down the narrow prison-house of old obsessions and antique theories, to rebuild a true House of Joy. It is a tendency, this Franciscan masterpiece—perhaps the most astounding book in this period written by a young man of twenty-five. And it reflects the tendency of the youth that has survived the war, to march to a new Canaan over the generations which are still bond-slaves, being old, of the now unthinkable and intolerable past.



THE SECRETARY OF THE U.S. NAVY AND THE EX-CHIEF OF THE GRAND FLEET:
MR. JOSEPHUS DANIELS (LEFT) AND LORD JELlicoe, AT WASHINGTON.

Lord Jellicoe visited Washington on January 5, having previously been to New York. From Washington he went to Key West to rejoin the battle-ship "New Zealand," and extend his tour to the West Indies. It was stated on the 20th that he would return thence direct, and postpone his visits to South America and South Africa.—[Photograph by Underwood and Underwood.]

an attar of roses, quintessential and spirit-searching, such as makes the almost intolerable charm of some of Crashaw's sacrosanct verse. More than any other of

THE CONSTANT WATCH ELIMINATED: A NEW WIRELESS ALARM BELL.

DRAWN BY S. W. CLATWORTHY FROM MATERIAL SUPPLIED BY THE MARCONI COMPANY.



AUDIBLE ON A RESCUE-SHIP (PROPERLY EQUIPPED) 100 MILES AWAY, EVEN WITH NO OPERATOR AT THE RECEIVER:
THE NEW MARCONI WIRELESS DISTRESS SIGNALLING DEVICE—FIRST SUGGESTED BY THE "TITANIC" DISASTER.

Safety at sea has been further enhanced by a new emergency "calling-up" system devised by the Marconi Company. A special transmitter and a receiver connected to an alarm bell are fitted solely for emergency calls, and in no way interfere with ordinary calls. Morse is not used, as in the "S.O.S." call, but a continuous call is sent out automatically, consisting of 180 dots per minute. This call, and no other, actuates the special receiver and rings the alarm bell. The mere pressing of a key, therefore, on the vessel in distress automatically rings the alarm bells of every ship so fitted, up to a radius of about a hundred miles. To be sure of receiving the old "S.O.S." an operator

had always to be on duty, as the signals could only be heard by wearing the usual headpiece. This necessitated three operators and three watches daily; but one operator—for busy periods—will now suffice, the alarm bell being fitted against his bunk, always certain of securing his attention. Upon hearing the bell he goes to his instruments, dons his headpiece, cuts out the special receiver, silencing the bell, and awaits the sending out of the distressed ship's position. The idea originated in Senator Marconi's mind during the "Titanic" inquiry, but its later development was arrested by the war until the present time.—[Drawing Copyrighted in the United States and Canada.]

BEASTS WHICH FORM INTO LINE: AND OTHERS WHICH POST SENTRIES.

PHOTOGRAPHS BY F. RUSSELL ROBERTS



AN UNUSUAL INSTANCE OF TWO TYPES IN ONE HERD: GREVY'S ZEBRA (NEAR THE RIGHT)—LARGER, WITH BIG EARS AND NARROW STRIPES—MINGLED WITH COMMON ZEBRA—PONY-LIKE AND BROAD-STRIPED.



WITH HORNED ALLIES THAT POST OLD BULLS AS SENTRIES: A HERD OF ZEBRA AND COKE'S HARTEBEESTE ROAMING ABOUT ON GOOD TERMS WITH EACH OTHER, IN EAST AFRICA.



GREVY'S ZEBRA'S HABIT OF FORMING LINE: "SEVERAL MEMBERS OF THE PLATOON, HAVING FOUND THEIR DRESSING FAULTY, ARE STEPPING UP TO ALIGN THEMSELVES MORE CORRECTLY."

Mr. Russell Roberts supplies the following notes on the above photographs (in order from top to bottom): "Grevy's zebra, the largest and most handsomely marked but clumsiest of the Zebra family, is a native of Southern Abyssinia. . . . In the Guaso Nyiro district both families are found on the same ground. . . . In this picture is the uncommon instance of both common and Grevy's zebra being found together. They do not interbreed. The large ears, greater size, and narrow stripes of the Grevy zebras (near the right) distinguish them from the more pony-like, broad-striped zebra of the South."—"Fortunately the game has not been exterminated in East Africa, as in South Africa.

Huge herds are still to be seen on the Athi, Tana, and other plains. The commonest game are zebra and Coke's hartebeeste. These wander about on excellent terms with one another. The hartebeeste post sentries, generally old bulls, which can be seen on the outskirts of the herd, and keep a sharp look-out."—"Grevy's zebra have a curious habit of forming up into line. It will be noticed in this picture that several members of the platoon, having found their dressing faulty, are stepping up to align themselves more correctly. Their narrow black-and-white stripes have a camouflage effect, making them appear the colour of a donkey at a comparatively short range."

"WARTS AND ALL": PHACOCHÆRUS—AN UGLY BEAST THAT DIGS.

PHOTOGRAPHS BY F. RUSSELL ROBERTS.



SO NAMED FROM THE EXCRESCENCES ON EACH SIDE OF THE EYES: THE WART-HOG AT HOME—A STRANGE CREATURE THAT GOES TO GROUND.



WART-HOGS IN FLIGHT, HEAD AND TAIL IN AIR: GALLOPING THROUGH BAMBOOS IN THE BUSH OF FRENCH GUINEA, WEST AFRICA.

"There are few uglier or more formidable-looking beasts," writes Mr. Russell Roberts, "than the wart-hog. The gleaming tusks protruding in semicircles from the snout give a most vicious appearance. The name comes from the excrescences which can be seen in the picture on either side of the eyes. In disposition the wart-hog is less offensive than the wild boar of Europe and Asia, or the African bush-pig; but when cornered he can be dangerous. The wart-hog goes to ground—a most surprising habit. Several are often found in one earth, and the plains they frequent are made dangerous to travellers by

their excavations. When startled, wart-hogs run off, head and tail in air, apparently looking straight in front of them. They have a stiff movement. The bristles on their necks stand straight up, and, with the tassels of their tails dangling over their backs, they make off at a stilted but very fast walk. In this case they have received a fright, and are galloping through the bamboos in the bush of French Guinea, in West Africa." In previous numbers we have given other photographs by Mr. Roberts of African big game in their native haunts, including hippopotamus, rhinoceros, elephants, giraffes, and oribi.

THE CHOSEN OF FRANCE: HER NEW PRESIDENT'S INVESTITURE.

FROM THE DRAWING BY J. SIMONT.



"FRANCE CHOOSES IN DUE SEASON AMONG HER SERVANTS: WHEN SHE HAS CHOSEN, ALL GATHER AROUND HIM":
M. PAUL DESCHANEL (CENTRE) CONGRATULATED BY M. LÉON BOURGEOIS (LEFT) AFTER HIS ELECTION TO THE PRESIDENCY.

M. Paul Deschanel, as recorded under the portrait in our last number, was elected President of the French Republic, at Versailles, on January 17. After the result was announced, the brief ceremony of Investiture took place in the room of the President of the Assembly, M. Léon Bourgeois. It is a moment during the proceedings there which is illustrated in M. Simont's drawing. The three principal figures in front are (from left to right): M. Léon Bourgeois, M. Deschanel, and M. Nail, Keeper of the Seals and Vice-

President of the Council. After reading the formal statement of the result of the election, M. Léon Bourgeois addressed a few words of congratulation to M. Deschanel. He said that during the war M. Deschanel had proved himself, as President of the Chamber, an eloquent interpreter of France, and that they confidently entrusted to him the destinies of the Republic and "la Patrie." "When France has chosen her elect, all gather around him."—[Drawing Copyrighted in the United States and Canada.]

TO BE HOSTESS AT THE ELYSÉE: THE NEW PRESIDENT'S WIFE.

PHOTOGRAPH BY THE "JOURNAL."



A YOUNG FAMILY FOR THE ELYSÉE FOR THE FIRST TIME DURING THE THIRD REPUBLIC: MME. PAUL DESCHANEL WITH HER CHILDREN.

When the new President of France, M. Paul Deschanel, goes into residence at the Elysée, the palace will for the first time in the history of the Third Republic be the home of a young Presidential family. The gaiety and laughter of youth will be a new element there. M. Deschanel and his wife are regarded as more "du monde" than have been the households of some of his predecessors, and Mme. Deschanel is expected to make a brilliant hostess. She is a daughter of M. René Brice, Deputy for Ille et Vilaine and

Director of the Crédit Lyonnais, and grand-daughter of M. Camille Doucet, of the Académie Française. During the war she did excellent Red Cross work, and her *salon* as wife of the President of the Chamber has been a centre of Parliamentary and diplomatic Society in Paris. M. Deschanel's family life is of the happiest. From left to right in the above group are his daughter, Renée Antoinette (born in 1902), his younger son, Louis Paul (born in 1909), Mme. Deschanel, and the elder son, Emile Jean (born in 1904).

"CHANGE COURSE": NEW VISUAL SIGNALS FOR AIRCRAFT.

DRAWN BY GEOFFREY WATSON.



WARNING AN AEROPLANE THAT IT IS NEAR A PROHIBITED ZONE: "BY DAY, THREE DISCHARGES . . . WHITE SMOKE."

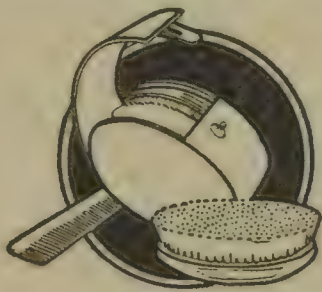
The Air Ministry recently published a number of visual signals for aircraft, based on the Convention relating to International Air Navigation. Among them is the following signal: "By day:—Three discharges at intervals of 10 seconds of a projectile showing on bursting white smoke, the location of the burst indicating the direction the aircraft should follow." This is "A warning to an aircraft that it is in the vicinity of a

prohibited zone and should change its course." In the illustration, a pilot has strayed from his course, owing to a mass of low cloud, and is flying unwittingly into a prohibited area. He is about to change his direction in answer to the smoke balls warning him of his error, in accordance with the new system of signalling just described.—[Drawing Copyrighted in the United States and Canada.]

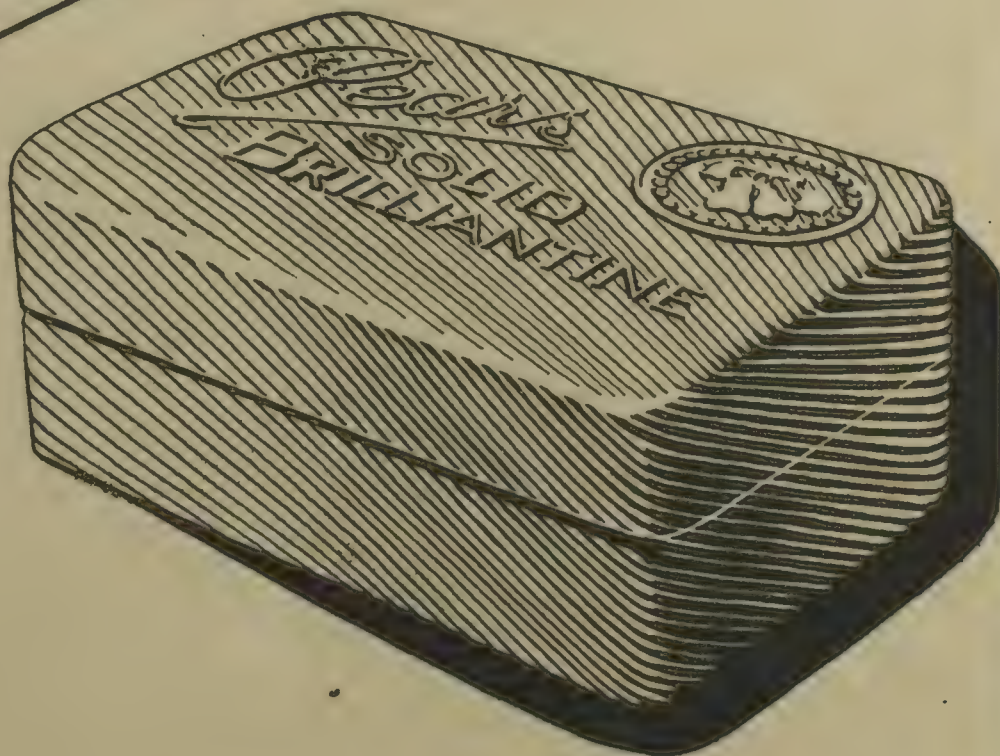
Pears' SOLID BRILLIANTINE

It controls the hair—
yet it is neither
greasy nor gummy. It
improves the hair—yet
there is no hint of
“medicine” in its
delicate perfume.

One of
Pears'
Golden Series



Ask your Chemist to show
you Pears' Golden Series
: to-day :



SCIENCE JOTTINGS.

OSTRICH-FARMING.

WHEREVER animals are kept in a state of domestication for utility purposes, sooner or later attempts are made to increase either the quantity or quality, or both, of the yield for the sake of which that animal is kept. By careful and intelligent breeding, for example, egg-production in fowls and milk-production in cows have been enormously increased. Similarly, the early maturing of cattle for beef and the tremendous improvement in the fleece of sheep have come about. Professor Duerden has recently urged that, in like manner, African ostrich-farmers may increase the plume-quills of these birds by as much as 25 per cent. The feathers which make the birds so valuable are those of the wing answering to the flight-quills of birds which fly, and to the tail-quills.

Since ostrich-farming began, about fifty years ago, no more has been attempted than to secure the best possible from each bird by scrupulous attention to well-being in the matter of food and general condition; for it was quickly found that when a bird was out of condition, this adverse state infallibly recorded itself in the feathers, which were marked by a series of narrow transverse bars which, when held against the light, showed as clear spaces, rendering the feather worthless.

The farmer concerned himself solely with the quality of the feathers. For the life of him, probably, he could not have told you how many were taken from each wing. This is the point which Professor Duerden set himself to investigate. Turning first to the South African species (*Struthio australis*), he found that the wing-plumes averaged about 36 to each wing, but varied from 36 to 42. In the North African species (*Struthio camelus*) he found the number of these "remiges" to be about 36, but showing a variation between 36 and 39. There was thus evidently nothing to be gained by crossing the

two species, in so far as the prospect of increasing the number of plumes was concerned. But the northern bird is the larger of the two, and of denser bone—a point of some importance.

The aim of the experiments now being made at the Grootfontein School of Agriculture is, by judicious mating, to produce a race of 42-plumed birds. This is indeed a praiseworthy ambition, but it seems hardly likely to be



AS IT IS TO-DAY: ALBERT CATHEDRAL.

Albert Cathedral suffered particularly at the end of the German advance in March 1918, and during the final defeat of the enemy in August. Photograph by Royer.

attained. And this because only two birds with such a number have ever been found, and one of these has since died. The survivor has so far failed to hand on his peculiarity. It may well be, however, that the arithmetical mean, 36.78, derived by counting the plumes of several thousand birds, may well be raised by careful mating. If there be any who hope that the number of plumes can be

indefinitely raised by selection, they may dismiss such hopes as vain.

Without any shadow of doubt, the ancestor of the ostrich possessed the power of flight, when the wing-quills of the hand numbered sixteen, while the "secondary" feathers, attached along the forearm, probably did not exceed twenty-six. This was the original inheritance of its remote ancestor, and it can never be increased, more especially now that the whole wing has degenerated so as to have become a mere wreck of its former self. When the South African ostrich-plume trade was first

exploited by Europeans, the feathers were taken from wild birds, slain for this purpose. As a consequence, the species became threatened with extermination, a fate which is fast overtaking a host of wild birds in various parts of the world to sustain the abominations of the millinery trade. Then came the happy discovery not only that ostriches could be readily bred in captivity, but that better plumes could be obtained from such captives. To-day the number of birds on farms amounts to about 1,000,000, and the value of the exported feathers to about £3,000,000.

Attempts have been made to establish ostrich-farms in Arizona and California, in the United States; Australia; and New Zealand. But so far the plumes produced are decidedly inferior to African plumes. This may be due to a lack of experience in the treatment of the birds; but it is also highly probable that this failure is in no small measure due to subtle differences in soil, climate, and food.

Altogether, four species of ostrich are known. Of these the largest is the North African, which attains a height of 9 ft., and a weight of about 275 lb. The South African species stands no more than 8 ft. high and does not exceed a weight of 240 lb. The East African ostrich (*Struthio massaicus*) is slightly larger than the southern species; while the Somali ostrich (*S. molybdophanes*) is somewhat smaller and darker.

W. P. PYCRAFT.

URODONAL

dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping.

* Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms; the least exertion produces exhaustion, and they become irritable, worried and melancholic.

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the TEMPORAL ARTERY.

"If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the Ecole Supérieure des Sciences d'Alger."

URODONAL, prices 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 and 12/6 from the British Agents, HEPPELLE, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1., from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

GLOBÉOL

The Ideal Tonic.

Anæmia Neurasthenia Debility
Convalescence Nervous Exhaustion Overstrain



Globéol—the good sower of perfect health.

Globéol pills are composed of the total extract of the red corpuscles of the blood associated with colloidal iron and manganese, to which is added a particle of quassia, the latter being included with a view to assisting the digestion of food and its subsequent conversion into pure, strong, health-giving blood.

Globéol is therefore an invaluable blood-forming and nerve-strengthening tonic. It overcomes the most obstinate cases of anæmia, owing to its close affinity to the blood, while it is free from the disadvantages of the majority of ferruginous medicaments (digestive disorders, constipation, discolouration of the teeth, etc.).

The value of Globéol in nervous disorders (Neurasthenia, Nervous Exhaustion, etc., etc.) has been fully established and its efficacy confirmed by the eminent members of the Medical Profession abroad. Its merits are now claiming the attention of Physicians in this country, many of whom are prescribing it regularly.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free 5/3, from the British Agents, HEPPELLE, Pharmacists, 164, Piccadilly, London, W.1., from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

The MARKING OF AN EPOCH

THIS is the sort of thing that happens when a few keen motorists get talking together. One says: "I was out for a run in a 'So-and-So' car yesterday. It struck me as being a very sound proposition, except that the engine is rather noisy and has not much 'go' about it. But the gears are quiet and easy to change."

Another says: "I quite agree. Now if the 'So-and-So' had a 'Such-and-Such' engine in it, it would take a lot of beating. Pity they can't be combined."

A third interposes: "The springing is much too harsh for my taste. With the 'Here-and-There' suspension it would be a really good, comfortable car."

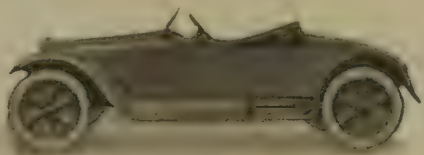
A fourth suggests: "Yes, and if you added the brakes from my old 'This-and-That,' you would make a real genuine motor-car of it!"

The reason for this sort of comment is very simple. We all of us are impressed either with the unusual excellence or the unusual badness of some particular point in every car we try, and our ultimate choice is the compromise which boasts the most of the good points and the least of the ill, according to our personal predilections.

To be jack-of-all-trades is notoriously to be master of none. From the above conversation it is easy to deduce first that the designer of "the So-and-So" has mastered the art of gear-construction, and has probably spent so much time upon this subject that other equally important chassis components have suffered. Second, that the man responsible for the "Such-and-Such" has devoted the bulk of his abilities and energy to the engine. Third, that the "Here-and-There" man has done his best to learn all that is to be learnt about suspension. Fourth, that in the "This-and-That" designing department more attention has been paid to good brakes than anything else.

Each designer, in the natural desire to get ahead of his immediate competitors has, to a certain extent, specialised upon a single component. With the best will in the world he could not cease to be a human being, and therefore he cannot specialise upon everything.

In the hypothetical case above, the conditions are that four specialists have produced four cars, each of which is open to strong criticism. One



might in this imagine that we saw a good case against the benefits of specialisation.

By no means! How infinitely better would the result have been if these four specialists had combined together to produce a single car!

The "So-and-So" was bought by people who appreciated quiet and easy-changing gears, the "Such-and-Such" by those who insisted upon a "gingery" engine, and the "Here-and-There" by such as put comfort first in car considerations. And so on.

But the poor engine of the "So-and-So" could never be an advantage to it. It would be a great deal more popular if it had had a better engine, as would the "Such-and-Such" if it had had a better gear-box.

Hence, if the four specialists had co-operated

in producing a single type of motor-car, that car would have found favour with:—

The whole of the "So-and-So" public.

The whole of the "Such-and-Such" public.

The whole of the "Here-and-There" public.

The whole of the "This-and-That" public.

PLUS a very large number of people who would have nothing to do with any of these makes, because they had not sufficient *all-round excellence*, though some of their individual points were good.



Moreover, the single type of car, through having a demand six or eight times as great as any of the individual models enumerated, could obviously be made far more efficiently and far more economically than any of them.

This means one thing and one thing only—that the final article would be A FAR BETTER ARTICLE AT A LOWER PRICE. And that again results not only in technical progress, but in a sounder industrial proposition.

When the firm of Sir William Angus, Sanderson and Co., of Newcastle-upon-Tyne determined to enter the motor-car industry, they did so with the full knowledge that they could only achieve complete success by doing something better than anyone else had done. They had had long experience in the manufacture of motor-bodies of the highest class, and during the war they had built enormous quantities of aeroplanes and other munitions upon scientific principles of cheap and rapid output. No component of a car presented any particular difficulties to them, but they had a shrewd idea of their limitations. They said to themselves: "It is true that we know, or think we know, a great deal about gear-boxes, and we are confident we could make a good one. But that is not enough. We do not know all there is to know about gear-boxes. Probably no one does. But a firm that has been doing nothing but make gear-boxes all its life, obviously knows more than anyone else about them. We will have our gear-box designed and made for us by the best and most experienced firm in that trade in Great Britain. And the same with the engines and other components, such as frames, steering, springs, transmission, etc. In each we will have the very best that is to be obtained, in each the product of a reputable specialist."

That is how the Angus-Sanderson car was conceived, and that is why it has been a triumphant success from its very inception. A

Sir Wm. Angus.
Sanderson & Co
Limited

BIRTLEY - - CO. DURHAM.

PANORAMIC VIEW OF THE EXTENSIVE ANGUS-SANDERSON WORKS AT BIRTLEY.



year ago the name was only associated with carriage work. To-day it is a household word wherein motoring is talked of. The car is praised and admired not for what it might be, but for what it is. A specialised job from beginning to end.

The engines are made by Messrs. Tylor, Ltd.—who make nothing else but engines. During the war they turned out 50,000 of one type alone—the type that was used on all the Whippet Tanks. No firm in Great Britain has a more up-to-date or specialised plant for this work.

The gear-boxes, transmission, steering, axles, etc. are made by Messrs. E. G. Wrigley and Co., Ltd. For years they have concentrated upon such components, and their products have been used on some of the most notable vehicles. During the war they made Tank gear-boxes by the thousand. The bodywork, and the assembly of the car in a special factory, is undertaken by Messrs. Sir William Angus, Sanderson. And in like manner all the other incidentals of the complete vehicle, tyres, wheels, electric lighting and starting set, radiator, instruments and so forth,

all emanate from firms which are admitted specialists in their own particular branches of industry.

"Ah!" says a critic, "that is all very well. But if you have one factory in Birmingham and another in London, and a third in Birtley, and the components of the Angus-Sanderson car are not the sole and only enterprises of any of them, is not there a possibility of something cropping up which will interfere with the continuity of supply? Somebody else might want Wrigley gear-boxes and Tylor engines so badly that he would make it worth their while to give his demands the preference."

True, for the critic! But that objection has been foreseen and adequately guarded against in the proper manner. The makers of the essential components of the Angus-Sanderson cars are bound together by a common tie which makes the regular output of that car their chief and principal concern. The basket is worth taking care of when all the eggs are in it!

As for the Angus-Sanderson car, it is an



accomplished fact, and is now being turned out in such quantities as the present state of industrial affairs will allow. It has been tried out on the road by all the available experts, and here follows a typical opinion:—

Mr. S. F. Edge writes in the "Auto":—

"I really cannot remember a more satisfactory ride in a car, of no matter what wheel-base or price. It was emphatically the sweetest-running and best-sprung car, judged from the rear seat, in which ever I have been driven. Its suspension was a revelation. This car is a real competitor with the best examples of value for money which America or any other country can send us, and I look confidently forward to seeing it do a great deal to rehabilitate British motor engineering in the opinion of buyers overseas."

LADIES' NEWS.

ASSUREDLY we are dancing mad; afternoon and evening people are dancing, and not by any means all young people. Doctors, lawyers (some of these have taken silk), Generals, Admirals, women who make no claim to youth—all dancing, and thoroughly enjoying it. Why, one wonders? Is it a kind of palliative to a great wave of unrest caused by the world upheaval of the war? There is this to be said in its favour—it is a far healthier pastime than card-playing, and costs less. The atmosphere of a dance-room is usually fairly fresh, for people taking exercise want ventilation; while people card-playing, smoking, and with money interests, are absorbed and dislike fresh air. Dancing exercise is of the best, although it seems that there is little exertion about it as it is now done. The British Empire Ball at the Albert Hall was quite a military affair, and to onlookers it was more satisfactory than merely watching the fancifully attired dancers, because there were military displays. This ball, like the Caledonian, is to be an annual event; and it is intended to give an Ascot Ball in the week of the races; and others in big centres, such as York, Birmingham, Manchester all in aid of Sir Arthur Pearson's After-Care of the Blinded Soldiers Fund. If there is a craze, it is a good thing to use it for so worthy an object.

Friends at Nice write that they can get no petrol. No one seems to know why, except, it may be, to ensure big profits to French motor-hiring firms, which charge what they like. Many people are sending their cars home by train and by ship from Marseilles. Here we are threatened with a great rise in the cost of motoring through higher-priced petrol and further taxes on cars. It seems such a pity, because the time is at hand when motoring is at its best, and when it will do much to circulate money through the country. However, what one reads in one paper is denied in another, and what one person tells you is contradicted by the next. There is an epidemic of crime, and there is undoubtedly an epidemic of—shall I say, terminological inexactitudes?

There are so few things that have not been raised in price by the war that the fact of finding one is worth recording. A friend, fearing a rise in the price of her favourite Ven Yusa Oxygen Face Cream, had hoarded. Her supply being exhausted, she wrote to me to send her half-a-dozen pots. I found that this delightful, non-greasy, fragrant preparation is in such demand that, notwithstanding it costs more to produce, it can still just be



A CERISE TULLE DANCE-FROCK.

It is not only the colour, but the way it is made, with its gay ribbons and general air of fluffiness, which seem to make it fit for an incarnation of the spirit of dancing.

sold at 1s.—the pre-war price. It is the only popular face cream at this moderate figure. Ven Yusa is a really effectual preparation, and most useful and protective to the skin during the prevalence of winter winds. Visitors to Swiss winter-sports resorts took out good supplies. The mildness of the weather in Switzerland has sent a number of people home feeling disappointed. No doubt there will be plenty of good winter-sports weather to come.

I hear that coloured heels on dancing shoes, to match the principal note of colour of the dress, are to be worn. It may be also, and quite in the right vogue, that the shoes themselves match the dance gown—preferably, if it be velvet or brocade or satin, be made out of a piece of the material, and have heels of a strongly contrasting colour. Again, neutral colours in suede are a frequent choice, the heels red, green, blue, yellow, or purple. This idea fits in with the scheme of the great modistes to go for their inspirations to pictures of the times of the three Louis—XIV, XV, and XVI. Undoubtedly, coloured heels will add to the attractions of a ball-room.

February will be well filled with weddings—at least until the 18th, when Lent begins. The Marquess of Blandford will be married on the previous day to the Hon. Mary Cadogan at St. Margaret's, Westminster. The same day, in Westminster Abbey—in which there has been no wedding since that of Commander the Hon. Alexander and Lady Patricia Ramsay—Canon Carnegie's eldest daughter will be married to Mr. Michael Peto. Miss Sybil Neumann, eldest daughter of the late Sir Sigmund Neumann, has also chosen this day for her wedding at St. Paul's, Knightsbridge. On Feb. 10 the Earl of Kilmorey marries Lady Norah Hastings; and there are many other pre-Lent matrimonial fixtures. Doubtless there will be a great deal of small-dance giving during Lent, as has always been the case. It is a form of penitence evidently passed by the Church, for it is practised by hostesses of the most orthodox convictions. Although Churchmen do not actually refuse to marry couples in the Lenten season, they seldom permit floral decorations or choral music. Roman Catholics can only compass marriages in Lent by proving the urgency of the event for some essential reason, and the ceremony will be denuded of all ornament.

It is not only we womenkind who are daintily particular about our "undies." A commission from a man, who is something of a beau in his own estimation, amused and rather puzzled me. He wanted a pair of the palest grey silk braces to match a suit of that tone to which he was

(Continued overleaf.)

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The Quality
Dressing for
your
Black Boots



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FORMAMINT

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(Chairman: The Viscountess Rindles)



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Mr Lloyd George and Foch

"I would sign anything with Foch on it!"

(From "Manchester Guardian.")

AFTER the lunch... Mr. Lloyd George... signed the President's Roll, which was illuminated with paintings of the Allied military chiefs.

"Ha!" said Mr. Lloyd George, pointing to the portrait of Marshal Foch at the head of the parchment, 'Splendid! I would sign anything with Foch on it!'

"... 'I'm going to sign this with the Peace Pen,' and he did so with the *gold-mounted pen that he had used to sign the Treaty of Peace."

"His own Waterman's Ideal, used at Versailles and on other important occasions. An illustration of this historic pen is here given."

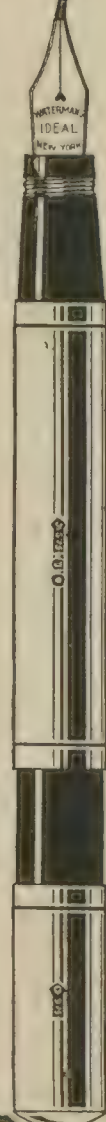
**Waterman's
(Ideal)
Fountain Pen**

No. 12 "Regular" at 12/6 ;
No. 42 "Safety" at 17/6 ;
No. 52 "Self-Filling" at 17/6.
Also see No. 54 "Self-Filling,"
with extra large nib, at 22/6.
Large variety of sizes and

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suit all hands (exchanged gratis
if not right). Obtainable from
Stationers and Jewellers every-
where.

Write for Illustrated List to

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178

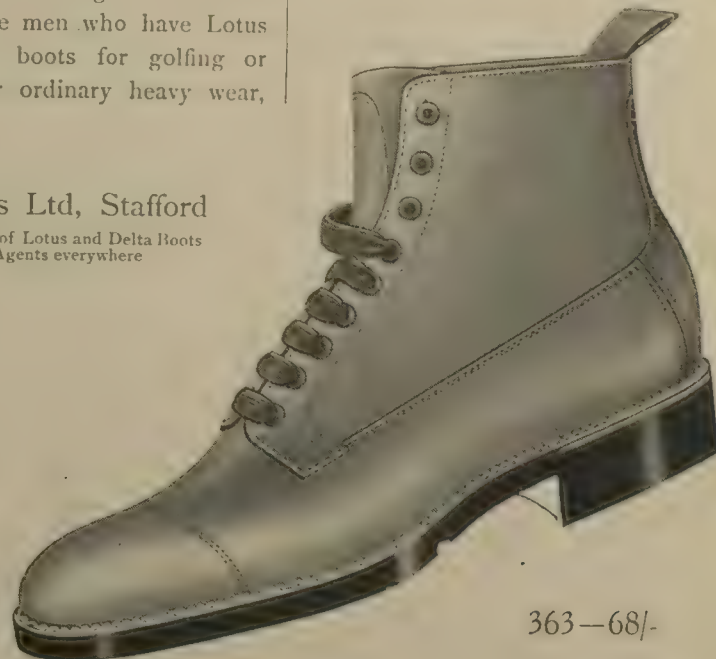
Lotus

ONE wearer of Lotus waterproof boots says that, to try their mettle, he actually turned his garden hose on them, and they stood the test. Not many wearers would take the trouble to try their boots in this way and, indeed, our normal English climate is about as good a test as a garden hose.

All those men who have Lotus waterproof boots for golfing or farming or ordinary heavy wear,

say that they can stride out undaunted, though the road runs like a river and the mud is ankle deep. For they have proved by experience that, wearing Lotus, their feet will keep dry.

Lotus Ltd, Stafford
Makers of Lotus and Delta Boots
Agents everywhere



363—68/-

(Continued)

treating the gaze of the girls of the Sunny South. I believed they would have to be made to order, and my young gentleman wanted them at once. I got them at once, in the loveliest silver-grey moiré, the buckles covered with grey suède. What I paid I will not say. I expect my young friend plays tennis and wears a smart silk shirt, for the salesman showed me a device for making a belt of the braces, and showed me several other delicate shades to match smart shirts—or, he explained, "some gentlemen match up their socks and ties and suspenders." Well, in

the Crimea and at Waterloo it was the dandies who did the finest fighting. Now it seems that some of the finest fighters of the great European War are, after it, the greatest dandies!

Sleeplessness is an after-effect of a huge upheaval which many people are experiencing. There are men and women, too, who are out of nights seeking not so much amusement as exhaustion, hoping thereby to secure longed-for sleep. A man who had danced all night for weeks, and slept at intervals during the day, was induced to try Heppel's "Jubol," and after a course of it now goes to bed and sleeps like the proverbial top, and dances if he wants to just for a couple of hours' pleasure. Jubol is not a narcotic; far from it. It puts the internal-combustion engines in order, cures irregularities of many kinds, and adjusts ills which drive sleep away. By stimulating the action of the complicated machinery of the body, nerves are soothed and sleep comes naturally. A gift to a friend suffering from insomnia which will secure benisons is a booklet containing full particulars of Jubol and also hints on diet. It will be sent post-free on application to Heppel's, 164, Piccadilly, W.1. If accompanied by a 5s. box of Jubol it will be still more valued.—A. E. L.

On one of the pages in our issue of Jan. 17, reproducing Mr. Herbert Ponting's magnificent photographs of Antarctic penguins and seals, we used the phrase "Macquarie Island types." By this we meant not creatures indigenous to Macquarie Island, but types of creatures "to be preserved on Macquarie Island," as was thus stated in the other headings, and explained in the footnotes. In case there should have been any misunderstanding, we should like to make it quite clear that the penguins and seals shown in Mr. Ponting's photographs were not natives of Macquarie Island. His pictures illustrate animal life at Ross Island, more than 1000 miles further south. Macquarie Island, the new sanctuary for Antarctic fauna, is in the South Pacific. Its own indigenous animal life (as well as that of Adélie Land) has

been admirably illustrated in the photographs taken by Captain Frank Hurley with the Mawson Expedition. Mr. Ponting and Captain Hurley, who are personal friends, are the two greatest travel and adventure photographers living to-day. Captain Hurley illustrated both the Mawson and the last Shackleton Antarctic Expeditions and took the Allenby Palestine films. Mr. Ponting spent many years mining in Western America, and secured the whole of the famous Scott Expedition film record—the most wonderful films of romantic adventure ever taken. He has also travelled in and illustrated thirty other foreign lands, and is the author of "In Lotusland: Japan," and other books.

Her Majesty the Queen of Norway recently left England for home. On the eve of her departure she paid a visit to the Galleries of Messrs. Waring and Gillow, Ltd. This was her second visit during her stay—the first taking place almost immediately on her arrival.

In their 1920 Almanac, the London Brighton and South Coast Railway Company has made the picturesque Sussex village of Steyning the subject of the illustrations. The recent policy of the L. B. and S. C. Railway of bringing into prominence some of the charms of Sussex, is doing a public service. We are indebted to this railway for the charming little book on the "South Downs," so ably written by "The Tramp," and now in its third edition, which introduces to the public the delights of that part of the county, very little explored although so accessible.



WELL KNOWN IN LONDON AND AUSTRALIA: THE LATE MATTHEW MACFIE, F.R.G.S.

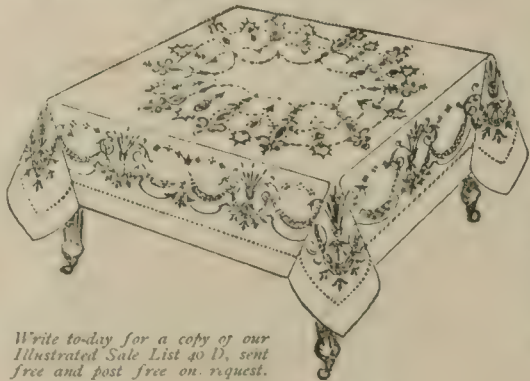
Mr. Macfie died at Melbourne on December 31, in his ninetieth year. Formerly City Editor of the "Standard," he was well known in London some twenty years ago. From 1860 until 1865 he was a Nonconformist minister in British Columbia, and it was at that time that he wrote "British Columbia and Vancouver Island."



FRIENDLY RIVALS IN POLAR EXPLORATION AND PHOTOGRAPHY: MR. HERBERT G. PONTING (RIGHT), OF THE SCOTT EXPEDITION, SHOWING HIS PENGUIN MASCOT DOLL TO HIS FRIEND, CAPTAIN FRANK HURLEY, OF THE MAWSON AND SHACKLETON EXPEDITIONS. These two famous travellers have secured the only complete photographic and cinematographic records of the marvellous animal life of the South Polar regions. All animal-lovers will be glad to learn that the depredations of traders among the penguins of the South are now to be stopped. Mr. Ponting designed the penguin doll himself.

Irish Linen Sale throughout January

Do not miss this splendid opportunity of replenishing your stock of Linens. Irish Linen Tablecloths, Sheets, Pillow Cases, Towels, Kitchen Cloths, Handkerchiefs etc., are all offered at reduced prices.



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THE CHRONICLE OF THE CAR.

Petrol Prices
to Rise?

It is said that the price of petrol is to rise by no less than fourpence per gallon. The reason given by the petroleum interests is the raising of the cost of transport; but, having regard to all the circumstances, that is rather

price the trusts demand—or rather, where they will pay, whether they like it or not.

Generally speaking, I am absolutely against State trading, but I am very much inclined to the opinion that the one remedy for the constantly increasing demands of those who control the world's supplies of motor-fuel is to make the latter a Government monopoly. It is not as though the high cost of fuel simply inconvenienced people whose one intent in its use is pleasure. If it were, one might be content to say that, if people want pleasure nowadays, they must be prepared to pay more for it than they were wont to do before we began our new life in the new and better world we were assured was to emerge from the welter of war. But the matter goes much deeper than that. The most crying need of the moment is cheap transport, and it is perfectly clear that we cannot secure it with the price of fuel at 3s. 4½d. per gallon—2s. a gallon more than it cost in the bad old world of 1914! It is equally clear that, so long as prices are controlled by trusts whose one idea is to mulct the public in as much as

the latter will stand, the price will never be lower and may be higher. Therefore, I am by no means sure that there does not exist at least a *prima facie* case for State ownership of an industry which is certainly vital to the future of the country. I admit State ownership of any industry is a bad thing, but here it seems to me we are with the choice between two evils, and of the two State ownership seems to be the lesser.

The New
Sunbeam
Service Depot.

True to its ideal of keeping well up to date, the Sunbeam Motor-Car Company

has now opened a Service Depot for the benefit of owners of their cars residing in London and in the Southern districts. It is situated in a very accessible position at Cricklewood, about four miles from the Marble Arch on the main Edgware Road midway between Cricklewood Broadway and the

Welsh Harp, Hendon. The nearest railway stations are Cricklewood, on the Midland Railway, and Willesden Green, on the Metropolitan Railway, from either of which the depot is distant about one mile, and trams from the latter station to Hendon and Cannon's Park, Edgware, pass the doors. The motor-omnibus service 16 to Hendon likewise affords a convenient means of reaching the factory. The premises, which are planned on the most modern and up-to-date lines, cover an area of 40,000 square feet of floor space. A very complete equipment of machine-tools has been installed, and it is the intention not only to undertake repairs, but also to manufacture and stock a full range of spare parts for all types of Sunbeam cars, and, in a word, to provide what is known as "Service" for all Sunbeam users—that is to say, to give expert advice with regard to the maintenance of cars in proper running order and condition, to execute promptly any repairs, large or small, and to supply spare parts, petrol, lubricating oils, and other necessities at strictly moderate charges. A



BY MOTOR-CAR TO THE HUNTING-FIELD: A WOLSELEY AT A MEET OF THE NORTH WARWICKSHIRE HOUNDS AT CRACKLEY WOODS.

thin as an excuse. It is admitted that petrol costs no more than 1s. 9½d. per gallon, including the sixpence per gallon duty, to land in this country. At the present retail price of 3s. 0½d., there is thus a balance of 1s. 3d. per gallon to be divided up between the importers and the retailer, less the cost of distribution, which has been agreed at a maximum of fourpence per gallon. Of course, nothing can be done about it, since the motorist is absolutely at the mercy of the trusts. It is of no avail for the Government to control the price, because if that were done petrol would disappear from the market. It would simply go to other countries where people do not mind paying the



BEFORE BEING CLEARED OF MACHINES AFTER ITS PURCHASE FROM THE GOVERNMENT: ONE OF THE MAIN MACHINE-SHOPS IN THE WORKS OF MESSRS. SIR WILLIAM ANGUS, SANDERSON, AND CO., BIRTLEY, DURHAM.

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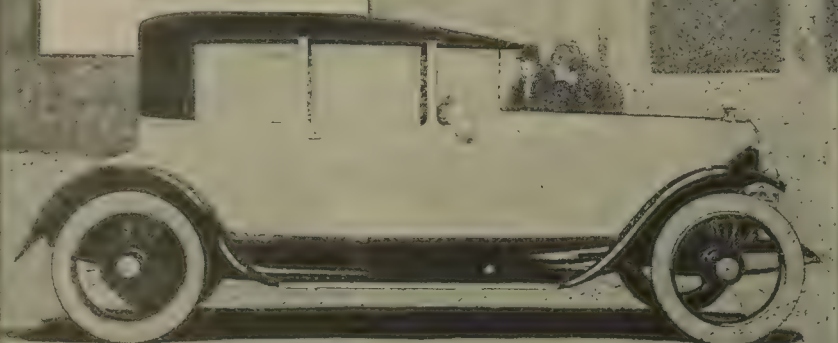
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It has come to this Company's knowledge that tyres not of "North British" manufacture but bearing the trade mark "Clincher", either alone or in conjunction with the manufacturer's own name are being offered and sold in infringement of this Company's rights. Therefore

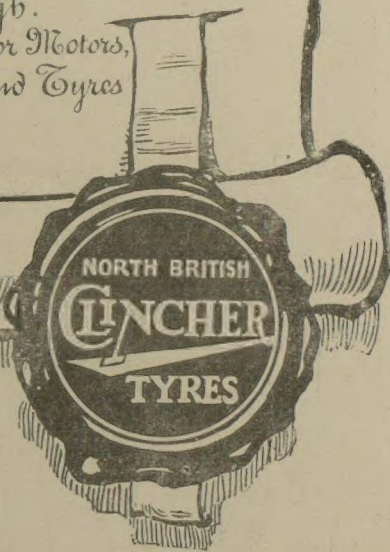
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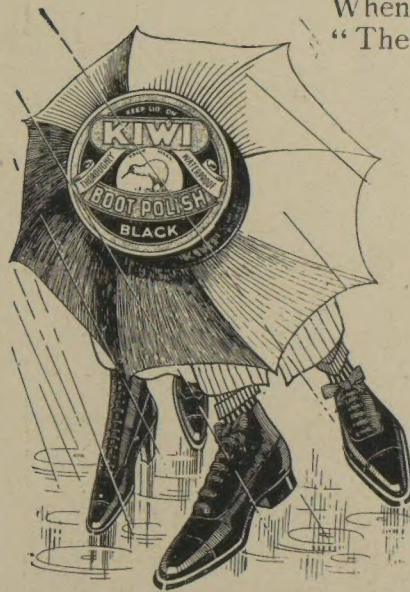
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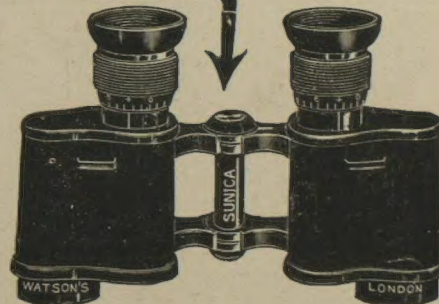
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